

PHASE IA
BACKGROUND RESEARCH
CONCERNING THE MAIN GATE AREA

DOVER AIR FORCE BASE

CONTRACT 92-110-02

PREPARED FOR
DELAWARE DEPARTMENT OF TRANSPORTATION

BY

EDWARD F. HEITE
HEITE CONSULTING
CAMDEN, DELAWARE

DRAFT

September 6, 1994

CONTENTS

CHAPTER 1: DESCRIPTION OF THE PROJECT	1
CHAPTER 2: PLANNING BACKGROUND	10
CHAPTER 3: DETAILED LOCAL HISTORY.....	16
CHAPTER 4: INTERPRETATION AND RECOMMENDATIONS	33
REFERENCES.....	37
APPENDIX: DESCENT OF TITLE	39

TABLE OF ILLUSTRATIONS

PLATE 1.....	32
1937 Delaware State Highway aerial photograph of the project area.	
FIGURE 1.....	3
Project location from USGS Frederica 7.5-minute quadrangle, with prehistoric site sensitivity as defined by Custer.	
FIGURE 2.....	15
Enlarged detail of Beers 1868	
FIGURE 3.....	17
Work under the current project will be restricted to improvements in the vicinity of the main gate, where Road 357, the historic Lebanon Road, intersects with U. S. Route 113, the Bay Road. In the figures that follow, the project-area outline from this drawing will be repeated. The transparent overlay of this figure, provided as part of this report, can be used to visualize project impact on various parts of the project area at different points in time.	
FIGURE 4.....	19
The original land grant of Lisbon from the court of Sussex County was a 600-acre tract. In 1699, Captain John Brinkloe, the patentee, sold the "Earl's Town" portion to Benjamin White, who later sold it to Robert Gordon. This parcel later became the Paradee tract southeast of Lebanon Road, including the golf course and the BOQ.	
FIGURE 5.....	20
By the beginning of the nineteenth century, land titles in the project area had settled into two farms, both owned at different times by members of the Barber and Gordon families. The Bay Road passed through the two farms.	
FIGURE 6.....	21
By the middle of the nineteenth century, the project area was a settled farming community, still dominated by absentee landowners. The Holcombs, of New Castle, sold their farm to local owners, using the Bay Road to divide their tracts. The Dickinson holdings would be sold off in part within a few years. The Kimmey holdings, later to become the Dover municipal airport, contained several farmsteads.	
FIGURE 7.....	22
Construction of the present Route 113 changed the local traffic pattern forever. The local Bay Road was developed as part of a north-south corridor over the new drawbridge at Barker's Landing.	

FIGURE 8.....	23
In 1937, the Delaware State Highway Department bought a statewide aerial survey, which has become a basic part of the state's historical documentary resource. This drawing was traced from the photos, reproduced elsewhere.	
FIGURE 9.....	24
When World War II began, the City of Dover was in the process of building a new municipal airport, or "airdrome" on the Kimmey farm. Federal acquisition of the project area occurred in two stages. The Raughley and Paradee properties were acquired during the War. Parcel C, north of Lebanon Road, was obtained in a series of conveyances beginning in 1957. Within the study area in this sector were several small parcels that had been developed as a strip shopping area before they were acquired by public agencies.	
FIGURE 10.....	25
When the Air Corps first occupied the Raughley and Paradee farms, temporary measures were necessary. Raughley farm buildings were kept for a while. Pending construction of the sewage disposal plant by the river bank, a temporary sewage storage pit was built at the present main gate location.	
FIGURE 11.....	26
By the end of 1943, the Raughley farm buildings had been replaced and a hospital complex had been built in the present main gate area. The original main gate remained in use. The original east-west runway alignment, left over from the Dover airdrome, was supplemented by a taxiway on the former Raughley farm. A gravel pit, across the road, had been opened to provide borrow for the airfield's construction.	
FIGURE 12.....	27
The current project area retains the road pattern of the original World War II airfield, but the runway and taxiway have been moved to the eastward. The present main gate complex replaces the old hospital. Rows of barracks, built after 1943, have been replaced by newer quarters, which in turn have been demolished. Most of the buildings shown in this plan are second or third generation construction.	
FIGURE 13.....	30
Detail of a Dover Air Force Base development plan dated 1966.	
FIGURE 14.....	31
Detail of the obstruction plan dated December 21, 1942, showing the Raughley farmhouses still in place.	

1. DESCRIPTION OF THE PROJECT

Delaware Department of Transportation plans to alter the highway entrances to Dover Air Force Base, as part of the Delaware Route 1 project. As a federal undertaking, the project is subject to Section 106 of the National Historic Preservation Act.

DeIDOT engaged Edward F. Heite, of Heite Consulting, Camden, Delaware, to conduct a Phase IA investigation of the proposed new roadways and related construction.

The project area consists of the immediate vicinity of the intersection of Route 113 and County Road 357, the Lebanon Road.

LEVEL OF AND REASON FOR SURVEY

The present investigation is part of the ongoing planning process connected with Delaware Route 1.

A map prepared in 1868 (Figure 2) showed several farmsteads in the general vicinity (Beers 1868). Farms in the immediate project area were identified by Beers as belonging to such well-known personalities as Gustavus George Logan, grandson of John Dickinson. Other properties in the vicinity included Elm Cottage, owned by heirs of Isaac Harrington, J. D. Kimmey's Cherry Dale, and D. C. Hoffecker's Troy farm, and properties owned by the locally prominent Wharton, Budd, and Postles families.

A previous study (Dames and Moore 1993) indicated the existence of several cultural resources in the immediate vicinity of the proposed intersection improvement.

The present Phase IA project was designed to locate and more precisely identify the features noted by Dames and Moore, and to locate any other cultural resources that might exist in the project's immediate vicinity.

A large-scale sensitivity survey by University of Delaware archaeologists, now housed at the State Historic Preservation Office (Figure 1), identifies much of the project area as having a high likelihood of containing prehistoric sites. This set of maps does not pinpoint expected site locations; instead, it identifies areas where a site might be found, if other factors are present. These factors include nearby water, well-drained soil, and a location on the edge of a resource area, such as a floodplain. Where these factors are present in a high-probability area, prehistoric sites are likely to be found on the most prominent or most elevated landform.

Since the project area is nearly dead flat, without geographical features and relatively far from water, there is no obvious "focal point" on which to expect a concentration of prehistoric activity.

The Phase IA investigation was therefore directed toward identifying documented or suspected historic-period resources in and around the project area.

GOALS FOR THE INVESTIGATION

This is a report of a Phase IA study, which can be the first step in a Phase I survey. Phase IA is a background study, designed to equip fieldworkers with information that will be needed for conducting a Phase IB reconnaissance survey.

The purpose of any Phase I survey is to identify all cultural resources that survive in the study area. It is not ordinarily the purpose of a Phase I survey to assess significance. Phase I field strategy, therefore, is designed to cover as much territory as possible, recovering small but meaningful samples from as many micro-environments and potential resource areas as possible.

If a Phase I strategy produces information that can be used to determine significance, this information is treated as an unanticipated bonus.

The Phase II strategy is defined as whatever is necessary to determine the significance of the property, in terms of the National Register.

GEOGRAPHY AND ENVIRONMENT

The project area lies in the coastal plain, near the edge of tide marshes. Its location, at the drainage divide of a "neck" of land, is one of the more favored agricultural situations in coastal Delaware.

Delaware's "necks" are long fingers of well-drained land, extending eastward to Delaware Bay. Their north and south limits are marked by tidal streams, which once were trafficways. St. Jones Neck is bordered on the north by Little River and on the southwest by St. Jones River. Smaller tributaries of these streams, with their marshy floodplains, funnel the road system down the spine of the neck. The project area is located on this spine of well-drained land between drainages.

Two historic roads intersect a short distance east of the project area. The older of these was the "Bay Road" from Dover to Kitts Hummock. This road probably developed during the late seventeenth century as a route from the Neck to the courthouse at Dover. The part of the Bay Road that passes through Dover Air Force Base is more recently known as Route 113.

The other road is newer. It connected Little Creek Landing with Florence, or Barker's Landing, on the St. Jones. When bridges were built at these places during the nineteenth century, this local road became part of a secondary north-south coastal route that crossed streams at their lowest bridges. It is now known as State Route 9.

The place where these two roads crossed was called Devil's Hill. The reason for this evocative name is not apparent.

Soils in the project area are well-drained and productive. They belong to the Sassafras-Fallsington Association, the favored agriculture ground in the region. Dominant soil types are Sassafras sandy loam and Matapeake silt loam, with 2% to 5% slopes. These old and stable soils are unlikely to have accumulated during Holocene times.

The likelihood of finding buried prehistoric horizons is, therefore, slender (Soil Conservation Service 1971).

PREVIOUS ARCHÆOLOGICAL WORK

Two recent archæological surveys have touched upon the project area. Dames and Moore, Inc., completed a Phase IA archæological assessment and predictive model of the entire installation in December 1993 (Dames and Moore 1993).

Dames and Moore identified several cultural resources in the immediate vicinity of the proposed construction, as follows

No.	Name	Dates of maps showing this	
14	Dr. J. G. Baker	1868	
44	G. G. Logan	1859	
42	A. Lofland	1859	
59	unlabelled	1899	1936
60	unlabelled	1888	1936
61	unlabelled	1899	1936
90	unlabelled	1899	
91	unlabelled	1899	

This abundance of different labels for identical resources reflects the hazards inherent in trying to correlate old maps created to different scales and to different standards, without the benefit of professional evaluations. Several "unlabelled" sites clearly are the same as named properties, but the Dames and Moore maps are so crude that accurate determinations cannot be determined. A second general survey, by MAAR Associates, still is in draft (Payne 1994).

In connection with the present State Route 1 project, several studies have been undertaken. The first of these was a reconnaissance planning study of the broad corridor issued in 1984 by the Department of Transportation (Custer, Jehle, Klatka and Eveleigh 1984).

A Phase I survey in the right-of-way identified several historic sites near the project area, but none in the impact (Bachman, Grettler, and Custer 1988)

Phase II studies of historic sites in the selected route included the site of the Charles Kimmey toft (K-6440, 7K-D-119) and another house (K-493), just north of the project area (Grettler, Bachman, Custer and Jamison 1991:235-309).

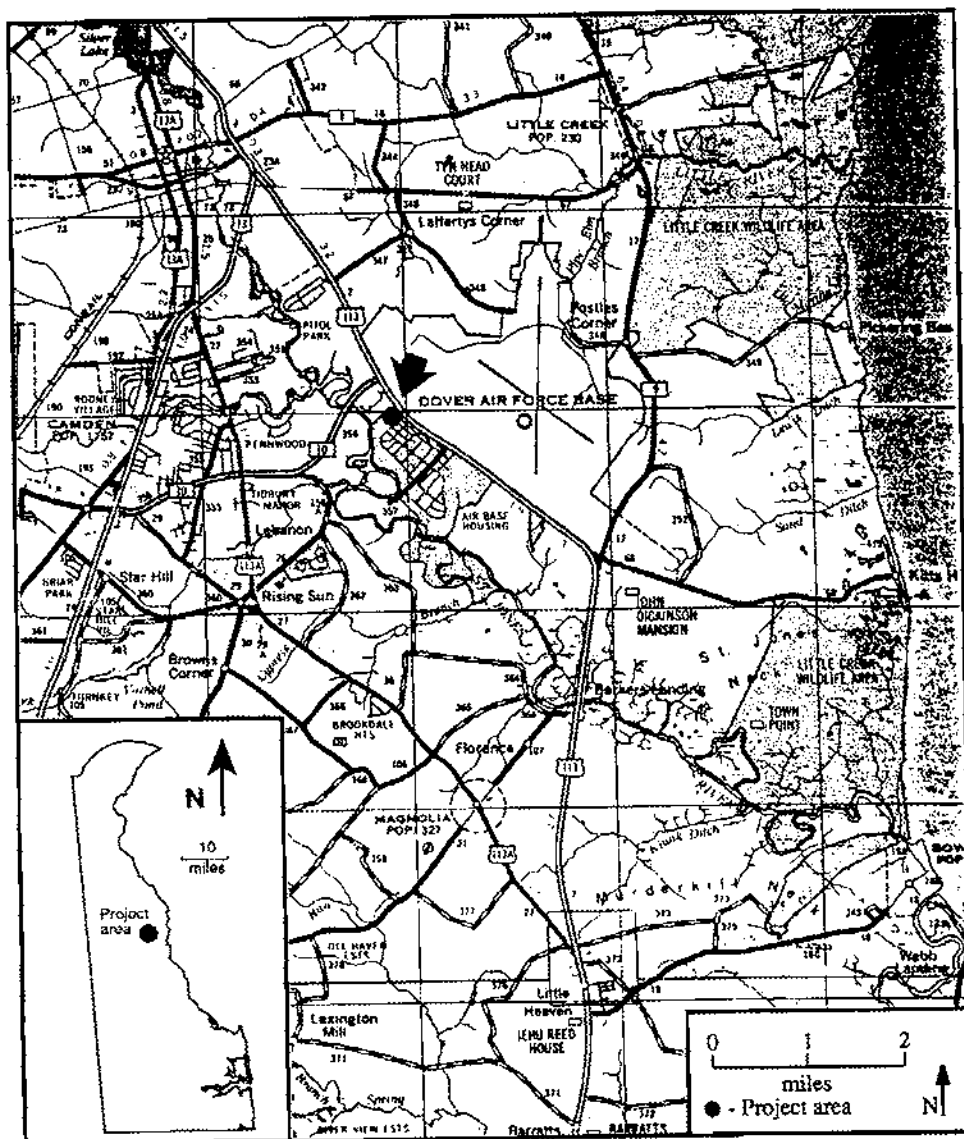


Figure 1: Project location, from USGS Frederica 7.5-minute quadrangle, with prehistoric site sensitivity as defined by Custer. Scale 1:24,000. Arrow indicates project area location. Inset shows location within the state.

CULTURAL AND HISTORICAL PLANNING BACKGROUND

Time periods applied in Delaware preservation planning (Herman and Siders 1986) reflect only feebly the actual history of Kent County. The state's generalized chronology is:

Exploration and frontier settlement	1630-1730
Intensified and durable occupation	1730-1770
Early industrialization	1770-1830
Industrialization and urbanization	1830-1880
Urbanization and suburbanization	1880-1940

Only one area of the state, between Wilmington and Newark, actually experienced these historical periods in exactly this sequence. In spite of their limited applicability to one small area, cultural resource investigations throughout the state are subdivided this way for the sake of uniformity.

Locally, other landmark dates are appropriate to mark division lines between similar expressions of historical periods:

Initial development	Settlement to 1730
Intensive and durable occupation	1730-1776
Early national period	1776-1800
Agricultural quiescence	1800-1870
Canned tomato era	1870-1940
Military period	1940-present

These revised time brackets were used to frame the present study.

RELEVANT HISTORIC CONTEXTS

Agriculture, and particularly agricultural tenancy, stand out as the dominant theme in St. Jones Neck history. A context study for tenancy was prepared by the University of Delaware Center for Historic Architecture and Engineering (Siders, Herman, et al., 1991). A context for archaeology of agriculture and rural life in New Castle and Kent counties was prepared by the University of Delaware Center for Archaeological Research (De Cunzio and Garcia 1992).

Transportation remains undefined among Delaware contexts. The planning

environment for this project area is therefore incompletely defined.

Delaware's "framework of historic context elements" (Ames, Callahan, Herman and Siders 1989:21) is arranged according to a group of 18 themes, ten of which refer to occupations, such as forestry and manufacturing.

PREHISTORIC BACKGROUND

People arrived in the Delaware Valley near the end of the last (Wisconsin) glaciation. Glaciers entrapped so much water that the ocean lay fifty miles east of the present Sandy Hook, New Jersey. As the glaciers retreated and the ocean advanced, the project area's ecology changed. With changes in ecology and population came changes in land use, which are reflected in the cultural record.

Mammoths, musk ox, horses, caribou, and walrus provided food for dire wolf, short-faced bear, and other predators. Man was among the smaller competitors in the tundra food chain, but his skills compensated for his physical shortcomings. Nomadic people of this Paleo-Indian period were among the most skilled makers of stone tools in the world. They would travel great distances to quarry the best flinty nodules and cobbles from which they made exquisite spearpoints, knives, and small tools.

Paleo - Indian hunting - gathering society lasted in the coastal plain until about 6,500 BC, when the Atlantic climate episode and the Archaic period of prehistory began. Northern hardwood forests had replaced the tundra, the ocean had risen, and the climate was warmer. Pleistocene megafauna were replaced by smaller game, which required different hunting techniques and tools. "Micro-band base camps" of this relatively arid period often are found on slight elevations above poorly-drained spots where game might have come to drink or feed. Even after the climate became wetter, people apparently continued to live on sand hills that formed near the basins.

Archaic people fashioned tools made of quartz, a material that is less tractable than the flinty cryptocrystalline silicate materials

that Paleo people had favored. Quartz is more readily available in the lower coastal plain than the more elegant flinty materials. Ground stone axes and other heavy tools appeared during this period.

By 3,000 BC, prehistoric society was decidedly different. Because people had stopped moving around so much, regional cultural differences began to appear in the artifact assemblages. Sedentary lifestyles ultimately led to horticulture, complex religious practices, and the accumulation of more, less portable, material goods.

The last prehistoric period, the Woodland, is characterized by larger groups of people living together in villages, using pottery and other heavy or fragile goods that would have been difficult to move from place to place.

The Delmarva Adena people, who lived on the peninsula early in the Woodland period, developed a highly sophisticated mortuary culture. One of their burial places was found on the bank of the St. Jones River immediately adjacent to the Dover Air Force Base.

The Woodland period people tended to concentrate in more or less permanent settlements at places with abundant multiple resources, such as sites adjacent to shellfish beds on the edges of salt marshes. These settlements, called "base camps," were generally occupied by one or a few extended families. They sent out hunting and gathering parties, but they seldom dispersed whole populations to live off the land in the manner of their hunter-gatherer ancestors.

These base camps were generally located, according to the accepted models,

near rich and diverse resource areas, such as the edge of a marsh. From an archaeological preservation point of view, this is unfortunate, since base camp locations often are desirable sites for real-estate development.

Near the project area, a large site, known as Carey Farm, may have been a base camp area, occupied over a very long time by a few families every year. This site lay immediately adjacent to the broad marshes of the St. Jones River, and probably was the residence of people who hunted and foraged in the project area.

REGIONAL OUTLINE HISTORY

Wherever the Europeans have settled, they have first built highly-organized towns on the frontier, projecting all the trappings and institutions of the mother country onto the wilderness. In Delaware, these highly-organized communities included fortified settlements at New Castle, Fort Christina, and several locations in Sussex County.

Pioneer farmers typically follow, after the soldiers have established an outpost of civilization. The first Dutch and Swedish settlements in the Delaware Valley conformed to the frontier model: they were compact and strictly regulated, and were supported largely by supply lines that brought necessities of life from Europe or from older colonies (Heite and Heite 1986).

International competition probably delayed the region's transition to the second phase of colonization, which was a less regimented period of agricultural development. Most of the other North American colonies moved to settle the

PREHISTORIC CHRONOLOGY

(After Custer 1986)

<i>Dates</i>	<i>Environmental Episode</i>	<i>Cultural Period</i>
8080 BC	Late Glacial	Paleo-Indian /Early Archaic
6540 BC	Pre-Boreal/Boreal Atlantic	Middle Archaic
3110 BC	Sub-Boreal	Late Archaic
810 BC	Sub-Atlantic	Woodland I
AD 1000		Woodland II
AD 1600		Contact

countryside within a decade after initial settlement. The Delaware coastal settlements, in contrast, clustered around their fortified command posts for at least thirty years. Not until the fall of New Netherlands in 1664 was the Delaware Valley finally able to realize its potential as an open, self-supporting, agricultural colony under a single European colonial power.

The major known settlements of the settlement period, in chronological order, were:

- 1626:** Dutch Fort Nassau on the Delaware River near Timber Creek at the present Gloucester, New Jersey and probably another poorly-documented outpost on Burlington Island upstream;
- 1629:** A palisaded Dutch whaling station on a tract called Zwaanendael or Swandendael, on the lower bay, now in Delaware, and believed to be in the present vicinity of Lewes;
- 1638:** Fort Christina, the capital of New Sweden, later the Dutch Fort Altena, now in the city of Wilmington;
- 1641:** A colony of Englishmen from New Haven who settled at Varckens Kill, now Salem River, New Jersey;
- 1643:** Printzhof, or New Gothenborg, on Tinicum Island, now attached to the Pennsylvania mainland, the home of Swedish Governor Johan Printz;
- 1643:** Swedish Fort Elfsborg on the Delaware River near the present site of Salem, New Jersey, in the modern state of Delaware, but on the east bank of Delaware River;
- 1651:** Dutch Fort Casimir, at the present site of New Castle, Delaware, established to counter the Swedish power;

1659: The Dutch West India Company fort at Lewes, at a known site on the present Pilottown Road in the city of Lewes, Delaware; and, finally,

1663: Cornelis Plockhoy's Dutch Mennonite settlement, also on the Swanendael territory and probably near the site of Lewes.

None were large: the principal fortifications probably did not measure more than 200 feet on a side. The total settled area on the Delaware between 1626 and 1664 did not exceed a few hundred acres, concentrated in seven locations.

Jurisdictional problems with the Maryland proprietors complicated development in lower Delaware. Maryland created an entity called Durham (or Essex) County, which pretended jurisdiction over much of the present Sussex and Kent counties. Some settlers, not sure which colony would ultimately control their homesteads, took out patents in both the Penn and the Calvert land offices. The battle was not finally settled until 1765, on the eve of the American Revolution, when a British court decreed the present western and southern boundaries of Delaware.

Kent County settlement began about 1670, when Robert Jones suggested settling the St. Jones valley with emigrants from Virginia. (Jackson 1983). By the time William Penn took possession of the colony in 1682, the present county had been established and the best land on St. Jones Neck was claimed. Among the first claimants were Walter Dickinson of Maryland, John Brinkloe, and John Burton, who would develop the prime farmland in the vicinity of the project area.

Walter Dickinson was one of the cautious settlers who claimed land on both sides of the peninsula, and retained status within both governments. When he died, he left his heirs with a string of properties from the present Jones Neck to the vicinity of Trappe, Maryland. His grandson, also named Walter, would own part of the project area.

First tobacco, and then grain, exports sustained the economy of Kent County. These crops brought prosperity to the landowners, who included several wealthy families. Two centuries later, descendants of the same families still owned much of Jones Neck.

The Revolutionary era saw Jones Neck men at the center of exciting change. The Dickinson brothers, John and Philemon, took leadership roles in three colonies. Philemon led New Jersey troops, and John was chief executive of both Delaware and Pennsylvania at different times. The Dickinson brothers also created the first non-sectarian public cemetery in Delaware.

Their neighbors to the north, Cæsar Rodney and his brother Thomas, also played on the national stage. Cæsar was a signer of the Declaration of Independence, commanded troops in the field, and held most of the public offices in Delaware during his long career that ended in his tragic death from cancer just as the Revolution was succeeding. Thomas made his mark in the judiciary after the war. Lesser-known Jones Neck residents also bore arms. Yeoman farmers like Robert Graham, whose grave recently was identified nearby, joined the cause.

These stirring events occurred elsewhere, however. On the ground in Jones Neck, the evils of absentee ownership would soon become apparent.

During the period after the Revolution, Delaware farmland declined. Neglect, ignorance, and the disinterest of absentee landlords conspired to reduce the prosperity of Delaware agricultural areas. Early in the nineteenth century, a few educated farmers began to introduce new methods that eventually had a lasting effect on the landscape.

Agricultural societies during the nineteenth century brought innovation to agriculture throughout the state. These organizations sponsored contests for accomplishment in silk culture, fruit growing, and other areas of interest. Budded peach trees were among the innovations introduced during this period. Nurseries, orchards, and shipping facilities flourished;

peach farmers rose to dominate the agriculture scene before the Civil War.

When the Delaware Rail Road opened in 1856, Delaware producers gained access to national markets. Toward the coast, steamboat companies served communities that were not along the railroad. By the end of the nineteenth century, roads had been reduced to feeder status, and the railroads and steamboats dominated long-distance travel.

At about the same time, the Dickinson family estates in Jones Neck emerged from a long period of benign neglect. Large parcels were sold to resident farmers who were interested in trying new ideas.

Between the Civil War and World War II, the canning industry, especially tomato canning, was a dominant regional economic force. A plant at nearby Lebanon and another at Florence (Barkers Landing) provided an outlet for the project area's produce.

MODERN TRANSPORTATION

Coleman DuPont, whose father had operated a trolley company, understood the importance of transportation in the development of lower Delaware. Although he was a member of the triumvirate that ruled Delaware's premier upstate industrial firm, DuPont was a man of broad interests.

He proposed to build, at his own expense, an intermodal transportation system that would include a four-lane divided highway, electric railway tracks, and an outer shoulder for bicycles and horse drawn vehicles. Each downstate town would be bypassed, since the highway was envisioned as a through road from Wilmington to Selbyville.

This visionary plan was reduced in the real world by politics and local opposition. Four lanes were reduced to two. The light rail system was eliminated, and bypasses were abandoned. The new road was cut through some new rights-of-way, but it always provided for a parade of potential customers to drive, and potentially to stop and to shop, as they passed through each small town.

In spite of predictions that the wide right-of-way never would be used, DuPont went ahead and purchased the full width in some areas. He eventually was appointed the first chairman of the new Delaware State Highway Commission that accepted his money to finish a scaled-down parkway, but his dream eventually was vindicated.

Completion of the north-south Parkway (Routes 13 and 113) in 1924 opened lower Delaware to highway traffic from upstate and points north. Motor commerce flourished, and settlements were no longer confined to a narrow band along rail and water corridors. People spread across the countryside in a disorderly suburban sprawl, but commerce coagulated predictably along the new corridors.

The new roads also encouraged agriculture, and central Kent County farms enjoyed a period of prosperity as the chicken industry developed.

The old "Bay Road" from Dover to Kitts Hummock and the road from Barker's Landing (Florence) to Little Creek were among the roads that were upgraded.

The road from Little Creek was rebuilt as a nine-foot road in 1932 to its point of intersection with the Kitts Hummock or Bay Road, just east of the project area. A new Barker's Landing bridge facilitated construction of a new corridor, now Route 113. Through successive improvements, the road from Court Street in Dover to Little Heaven became part of the main route from Wilmington to the beaches.

At the beginning of World War II, the DuPont Parkway had been enlarged to a four-lane road between Dover and Wilmington. Its last four-lane section, between Milford and Georgetown, is now under construction, 75 years behind its founder's visionary timetable.

Bypasses around towns finally were set in place after World War II. The first Dover bypass, in 1952, relieved the Route 13 pressure on Governors Avenue. The new bypass skirted Dover's congestion, but it was not politically possible to restrict access. Smyrna and Dover transformed their bypasses

into commercial districts, which in turn became congested bottlenecks along the parkway.

Dualization of the Bay Road from Dover to Little Heaven drew the Route 113 traffic off its original route down Dover's State Street and through the town of Magnolia and the settlement of Rising Sun.

WAR AND ECONOMIC CHANGE

As World War II began, Dover was building its second airport. The first commercial airfield was located on the North Little Creek Road, now the Edgehill subdivision. The original hangar is now the *Dover Post* newspaper office.

To accommodate increased commercial airline traffic that was expected, the city of Dover bought farms along the Bay Road for an "aerodrome." When war broke out, the Army Air Corps took over the new facility and created a military installation.

After a near-complete postwar demobilization, the Dover Air Force Base of today was created from the remains of the old wartime post. Permanent construction replaced wartime temporary structures, and "the Base" became a permanent fixture in the Dover community. As aircraft grew larger and the installation's mission expanded, more space was required. Base expansion became a dominant theme in the subsequent history of the Dover area, which recently was designated a standard metropolitan statistical area.

Coastal Kent County was transformed agriculturally during the middle years of the twentieth century by two innovations: potato farming and wildfowl refuges.

When the rich farmlands of Long Island disappeared under postwar urban sprawl, potato farmers moved to Kent County, where growing conditions were similar. These newcomers, rich with money from suburban property settlements, introduced irrigation and other technological and business innovations to the broad levels of eastern Kent County.

Geese became big business with establishment of state and federal waterfowl management facilities, which began during the Depression and have continued expanding to the present day.

Hunters from Pennsylvania and the northern states discovered the abundant waterfowl of the Delaware marshes; farms around the perimeter of the wildlife refuges discovered a rich market, catering to hunters' needs.

The marshes, which Delaware farmers had labored nearly three centuries to drain, became assets to be encouraged and expanded.

West of the potato farms and goose marshes, the Route 13 corridor became clogged with sun worshipers trekking to the beaches. When they passed through Smyrna and Dover, vacationers clogged the old built-

up "bypass" sections of the highway, stalling local traffic. Industries were choked by tourist traffic, and economic development of the Dover and Smyrna area was threatened.

THE FINAL BYPASS

The state's response to this growing congestion is the State Route 1 project, formerly known as the Dover Bypass or the Route 13 Relief Route. Planning and development went on for more than thirty years. Unlike its predecessors, this highway is a limited-access corridor, with few ramps into the adjacent communities.

The toll road segregates local from through traffic, allowing vacationers to whisk along to the beach while local residents go about their business. The toll road ends at the northern side of Dover Air Force Base, but a limited-access Route 1 / Route 113 corridor continues to the beach area.

2. PLANNING BACKGROUND

Any Phase I study can be defined as having one basic objective: to identify any cultural resources that lie within the project area. This is why a Phase I survey is also called a "location and identification," or a "reconnaissance" survey.

This Phase I survey is different, because it covers ground already well trod by earlier surveyors (Dames and Moore 1993; Payne 1994). Archaeological and historical resources have been identified nearby. The present purpose is therefore an exercise in fine-tuning earlier broad surveys for specific local purposes.

DOCUMENT RESEARCH OBJECTIVES

The project area has been surrounded by giants of American history. John Dickinson and Caesar Rodney lived on the adjacent farms. Rodney the revolutionary and Dickinson the philosopher led the state and nation through the Revolution. Dickinson's home farm is now a state museum, but Rodney lies in an unmarked grave near where his father's house once stood.

Any property in St. Jones Neck is potentially associated with a major figure in American history, if only because these two men owned much of the Neck.

Their presence has been a blessing to historians working in the vicinity, since a considerable archive has accumulated around them. The Delaware state museums' ongoing research project in support of the John Dickinson Plantation contains nearly all the available documentation on the vicinity, albeit slanted toward

the museums' mission of site interpretation.

In the shadow of the well-documented great men were the less distinguished yeoman farmers and tenants who actually tilled the land. While the Dickinson family were absent in Philadelphia or their Maryland estates, tenants tilled the ground in Jones Neck. Smallholders bought, and subsequently sold, small plots of ground that eventually became parts of larger holdings.

Over three centuries the history of land tenure on Jones Neck was an intricate ballet of holdings that were accumulated, traded, dispersed, and re-consolidated.

There were periods when large estates accumulated, and periods when they were broken into smaller holdings. These broad trends in ownership patterns can be seen reflected in the project area.

Each real-estate transaction could influence the archaeological record. When a small farmer sold out, his toft became a tenancy or was abandoned. Either way, the archaeological record was affected. When a well-off farmer married, he might build or remodel his house, also leaving a mark in the archaeological record.

Such events must be documented as precisely as possible before any fieldwork, because they provide explanations for archaeological deposits.

A marriage, estate sale, or farm consolidation is the documentary representation of events represented in the field by features and artifact deposits. With these objectives in mind, documentary research for this project included probate, land

PRIORITY RANKING FOR BELOW-GROUND RESOURCES (State Plan, June 1989, page 79)

Settlement patterns
and demographic change
Trapping and hunting
Mining and quarrying
Fishing and oystering
Forestry
Agriculture
Manufacturing
Other themes

PRIORITY RANKING FOR ABOVE-GROUND RESOURCES (State Plan, June 1989, page 79)

Agriculture
Settlement patterns
and demographic change
Manufacturing
Retailing and wholesaling
Transportation and
communication
Other themes

grant, survey, and tax records at the state archives and the courthouse, in addition to secondary histories.

THEORETICAL ORIENTATION

The theoretical orientation of this study is generally cultural materialist, in keeping with the general tone of the state management plans. Cultural materialists study the effect of environment and technology on human behavior. Culture is interpreted as a form of adaptation to both natural and social environments that results from the interaction among human individuals and groups.

Geographical determinism is a related, if not entirely congruent, approach employed by historians. A geographical determinist regards the landscape as an actor in the drama of history, as fully empowered as politicians, entrepreneurs, or military leaders.

This theoretical approach is explicit in the state management plan for prehistoric resources and implicit in the plan for historic resources. Those who use the cultural materialist approach tend to rely upon predictive models to structure their survey activities.

Neither the historical nor the anthropological style of expressing these similar ideas should be interpreted as diminishing or ignoring the importance of particular studies of individual human beings.

Archaeologists usually study people in groups, if only because the creation of an archaeological site is a community effort. The archaeologist must study whatever community, large or small, occupied the site.

On an isolated site, a few people may constitute the subject population. Sometimes, their achievements and personalities can be discerned, but more frequently they are individually indistinguishable from the rest of the group that created the archaeological artifact or assemblage.

In very rare cases, such as the legendary Johnny Ward (Fontana *et al.* 1962), the person who created a site emerges from the archaeological study as a

recognizable individual. In most cases, the subject population cannot be subdivided into any smaller unit than a family, a military unit, or a community.

From the earliest days of historical archaeology, practitioners have struggled to resolve the apparent conflict between general and particular interpretation. Is the site a window into the life of an individual, or into the lives of the group members who lived there, or into the lives of a larger population, of whom the site is but a sample? Is the archaeologist writing a biography, a community history, or a contribution to the study of human society's larger characteristics?

While such questions have bedeviled "new" archaeologists for a quarter century, more recent "post-modernist" or "post-processualist" archaeologists may argue that it doesn't matter.

As the theoretical pendulum inevitably swings away from rigid formulations, it has become acceptable to concentrate on local history, local contexts, and local interpretations, without necessarily relating everything to universal considerations of political theory, natural laws, or some imposed theoretical model for a social structure.

EXPECTED PROPERTY TYPES

In terms employed by the Comprehensive Historic Preservation Plan (Ames, Callahan, Herman and Siders 1989), and the management plan for prehistoric resources (Custer 1986), the project area lies in the Coastal geographic zone. This is an area that includes large prehistoric base camps and extensive historic agricultural enterprises.

The obvious historical archaeological context is agriculture, as defined by DeCunzo and Garcia (1992).

A defining characteristic of recent Coastal agriculture is consolidation. Over the past half-century, farms have been combined; as a result, there are many abandoned toft sites among the potato fields.

Predictive models suggest that there is a relatively low likelihood for discovering prehistoric remains on the project area.

The largest property in the area is a military installation, which includes a variety of property types, including residential, institutional, industrial, and military properties. The immediate project area has only recently become part of this complex, and has yet to be fully integrated into it.

PROPERTY TYPES IN THE LOCALITY

The best-known nearby prehistoric property is the St. Jones Adena site, a prehistoric ceremonial burial site adjacent to the Lebanon Road. While burial complexes are spectacular, a more predictable, common (and archaeologically more useful) property type is the base camp, located at the edge of tidal marshes.

Nearby historic property types include agricultural complexes, agricultural fields, a nineteenth-century church site, and a nine-foot road. The older agricultural complexes all occur on well-drained soil. Only more recent habitations occur on soils that are not well drained.

STATE PLAN CONTEXTS

Because of the high priority assigned to agriculture and the archaeology of agriculture by the state planning documents, there is a high likelihood that well-preserved agricultural remains would be candidates for the National Register.

In order for a property to be eligible, it must possess integrity and definable boundaries as well as a quality called "significance," which can be defined only in

context. The context may be spatial, temporal, or thematic, but it must exhibit a unifying effect (DeCunzo and Garcia 1992:311-317).

A concept of eligibility through "representativeness" takes on special importance when dealing with "ordinary" or "commonplace" properties. A property is "representative" if it contains all the elements of the "typical" property of that category.

That is, integrity becomes the most important single determinant in evaluation.

If a farmstead site is "typical," how can it be eligible? This issue has been debated at length (Wilson 1990) in the cultural resource management community. In any case, it can be argued that significance depends upon the context in which the site is found.

The context, for such comparative purposes, can be defined either as site type or geographical unit.

ELIGIBILITY CRITERIA

Every cultural property should, ideally, be evaluated against all four of the National Register criteria listed on the next page of this report. In practice, most sites can be eliminated from consideration under most criteria. Prehistoric archaeological sites are evaluated almost exclusively

under criterion D: properties that have yielded, or may be likely to yield, information important in prehistory or history.

In order to satisfy criterion D, a property must possess physical integrity; in this connection, one must know its horizontal and vertical extent. This determination is properly a function of a Phase II survey.

AGRICULTURAL PROPERTY TYPES

Property types that might be found in or near the project area, based in part on a list promulgated for Delaware historic properties by Herman, Siders, Ames and Callahan 1989.

Agriculture (crops)

Products

- Nursery / Orchard

- Tobacco

- Grain

- Potatoes

- Truck crops

Methods

- Cultivation

 - Plowing

 - Plow Scars

 - Orchard planting holes

- Enclosures

 - Field boundaries

 - Drainage ditches

- Fertilization

 - Manuring Spread

 - Fertilizer Residues

Forestry

- Sawmills

- Mining and Quarrying

- Borrow Pits

- Brick Clay Pits

The resource must be able to contribute to our knowledge about some research question. The ability of a site to answer a question is, of course, related to its integrity. Well-preserved sites by definition contain more information than damaged ones.

Finally, the site must be significant. To an archaeologist, mere knowledge of the existence of a site is useful information. Any site can tell us something. To be significant as well as merely interesting, a site must have sufficient intellectual content that its excavation would substantially increase our knowledge about people who used the site.

To be eligible for the Register, therefore, an archaeological property must meet all three tests of significance, integrity, and research value.

Integrity is a variable that can be evaluated only in context. If a resource belongs to a common type, of which there are many well-preserved examples, it must attain a high level of integrity. A late-nineteenth-century middling-income farmstead, for example, is a common property type, represented by thousands of excellent standing examples. A damaged archaeological site of this property type would possess poor integrity, because it has a *relatively* low information value under Criterion D.

On the other hand, there may be a half-dozen seventeenth-century buildings still standing in Delaware. Any seventeenth-century architectural fragment therefore is likely to have immense significance, and by its very existence it can be said to have integrity.

NATIONAL REGISTER CRITERIA

(National Register Bulletin 16a, *How to Complete the National Register Registration Forms*)

The quality of **significance** in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess **integrity** of location, design, setting, materials, workmanship, feeling, and association, and:

☞ A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

☞ B. That are associated with the lives of persons significant in our past; or

☞ C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

☞ D. That have yielded, or may be likely to yield, information important in prehistory or history.

Between these two extremes are dozens of property types with varying rates of survival. Delaware has a few eighteenth-century barns, most of which are large and permanent structures of stone or brick. A less substantial yeoman's outbuilding is less likely to survive, although there are a few documented examples in the state.

ARCHAEOLOGY AND AGRICULTURE

While architectural historians have recorded a sizable body of information about the architectural elements of Delaware farmsteads, the life of the farm family is the province of archaeology. Diaries, memoirs, and travellers' accounts can go only so far in painting a picture of

early Delaware rural life for the documentary historian.

Archaeology can, and will, supply the minute details about diet, workplaces, levels of consumption, and even pathology that were never transcribed into the written or architectural record. The ephemeral nature of many rural structures requires delicate field techniques and sensitive documentary methods, beyond the usual standard. A poor family living in a log dwelling with log outbuildings will leave few artifacts and few features on the soil.

THE ARCHAEOLOGY OF POOR PEOPLE

Rural poverty offers special logistical problems for the survey archaeologist, in addition to the interpretive questions raised by this area of research. There are few models to predict locations of poor tenant

houses, squatter shacks, and the homes of impoverished landowners.

Yet these people are among the best candidates for archaeological interpretation, since they have left little documentary or architectural evidence for other disciplines to interpret.

Because of their small size and scant artifact inventory, the poorer sites are difficult to detect by ordinary survey methods.

A standard grid of test pits, commonly arrayed fifty feet apart, could easily miss a building that was only sixteen feet square and contained no brick and few ceramics.

If such a site is mechanically stripped of its topsoil, most of the spatial information will be destroyed, since there are few subgrade features, such as foundation walls. It is therefore necessary to define the sites associated with poverty by soil chemicals and other proxy measures that are not always needed on more affluent sites with many features and artifacts.

Surface collection under less than the best conditions are also unlikely to detect these sites, since their inhabitants owned few durable goods. A surface collection can recover between 1% and 10% of the artifacts in a plowzone, which means that an economically very poor site can be represented on the surface by a few sherds only. The irony of the situation, for a field researcher, is that the most eligible sites may be the ones that yield the smallest artifact assemblages and most ephemeral remains.

WORLD WAR II SITES

The most significant event in the recent history of Jones Neck was World War II, when a sleepy agricultural region became a busy part of the national defense effort. Aside from the street plan of Dover Air Force Base, little remains as evidence of this period.

World War II is only barely a half-century ago. Sites this recent must possess exceptional value if they are to be considered eligible for the National Register. At Dover Air Force Base, most of the wartime features have been obliterated. The street layout, some of the runways, and dump sites, remain from the period.

A postwar aspect of the base, a research facility far away from the project area, has been nominated to the National Register recently.

POSTWAR CULTURAL RESOURCES

Main gate strip development, an inevitable ancillary of military bases, came late to Dover. The land across from the installation remained in private hands until recently.

Dover's strip was never as large or as sleazy as some of the famous main gate communities around the nation. To find a good standing example of this phenomenon, one must look elsewhere.

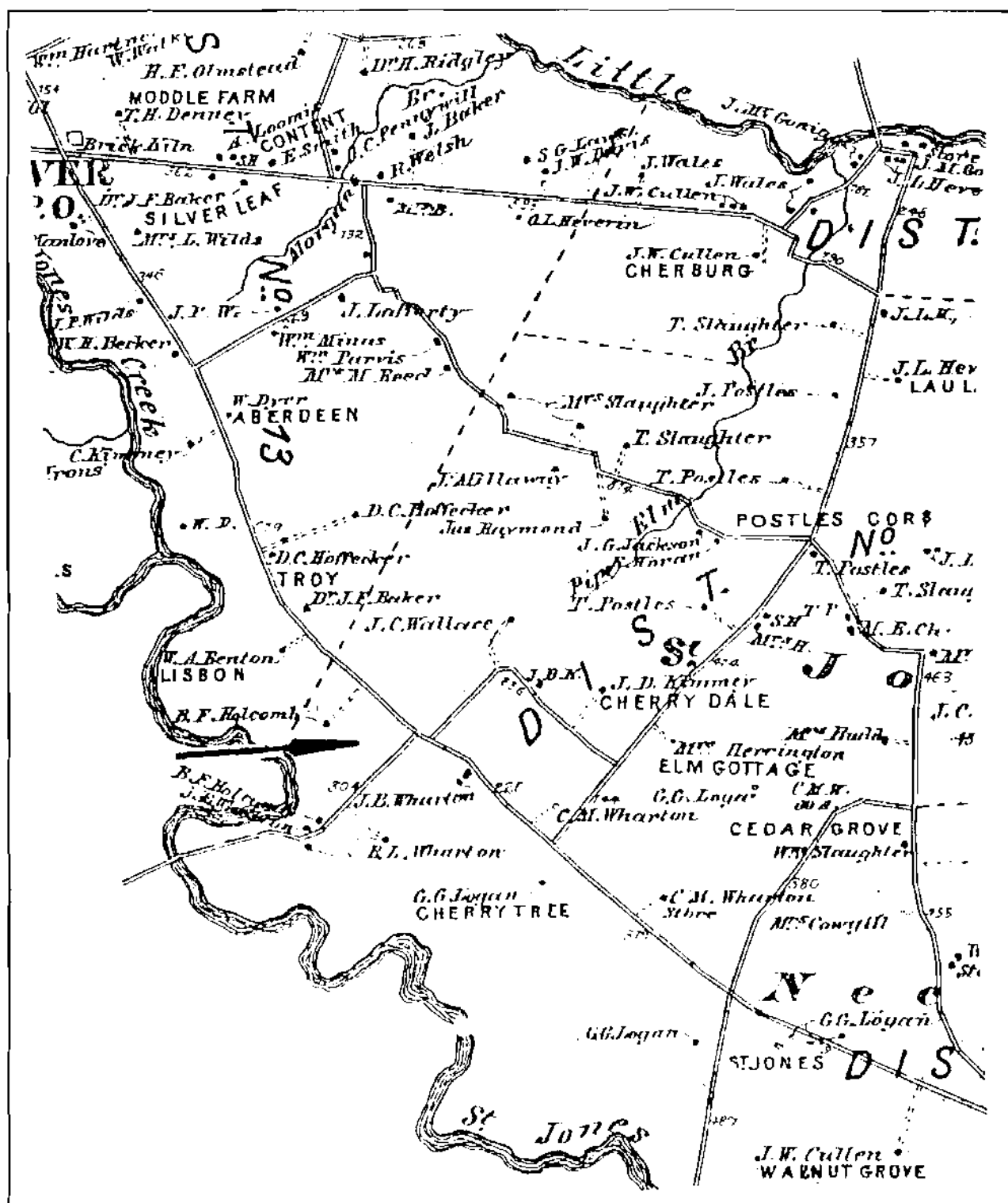


Figure 2: Enlarged detail of Beers 1868. Arrow indicates project area

3. DETAILED LOCAL HISTORY

The project area lies along the "Bay Road" known today as Route 113, in "Jones Neck," a peninsula or sandy ridge defined by St. Jones River and Little River.

INITIAL SETTLEMENT

The valley of St. Jones River was settled late in the frontier period, after the Dutch and Swedish colonial enterprises. Not until 1670 did settlers begin to take up land in Jones Neck.

Many of the first landowners were not settlers, but speculators who claimed large tracts and lived elsewhere. During the first year of land granting, thirteen patentees claimed 5,300 acres (Jackson 1983:9).

The subsequent history of the project area is typical of the fate of these early speculative grants along the St. Jones. Captain John Brinkloe, the first grantee, was preeminent among the speculators.

In 1679, he obtained from the Whorekill court a grant of 600 acres he called Lisbon, northeast of St. Jones River. William Penn confirmed the grant after it was surveyed. Brinkloe sold 400 acres of Lisbon, including the project area, to another absentee, Benjamin White, in 1699. White divided his 400 acres in half, so that Lisbon became the three tracts that would characterize its later history.

This study is concerned with the inland portions of the two southeastern tracts derived from White's 400 acres. A detailed descent of title is provided as an appendix, with the appropriate references to primary sources.

The northwestern tract, outside the present study, was 370 acres sold to Robert French in 1706 and separately studied by the University of Delaware Center for Archaeological Research (Catts and Sandstrom 1993:7).

White sold the northwest half of his part to Henry Barns, who conveyed it to Thomas French. This was generally the portion north of the Lebanon road (Figure 4).

From then onward, the two parts of Lisbon that encompass the project area were divided roughly by the road from Lebanon to Little Creek, later county roads 351 and 357.

These two segments of the road jogged at the Bay Road because of intestate succession, which helps to explain many strange quirks of Delaware rural history.

Abraham Barber bought the south third from Robert Gordon in 1729 and settled there. Barber expanded his holdings, adding part of Christopher Jackson's adjacent Wrixham tract and a parcel of marsh where the Lebanon causeway now runs.

Barber's house was located on the high ground south of the Lebanon road, in the vicinity of the present Air Force dependents' school.

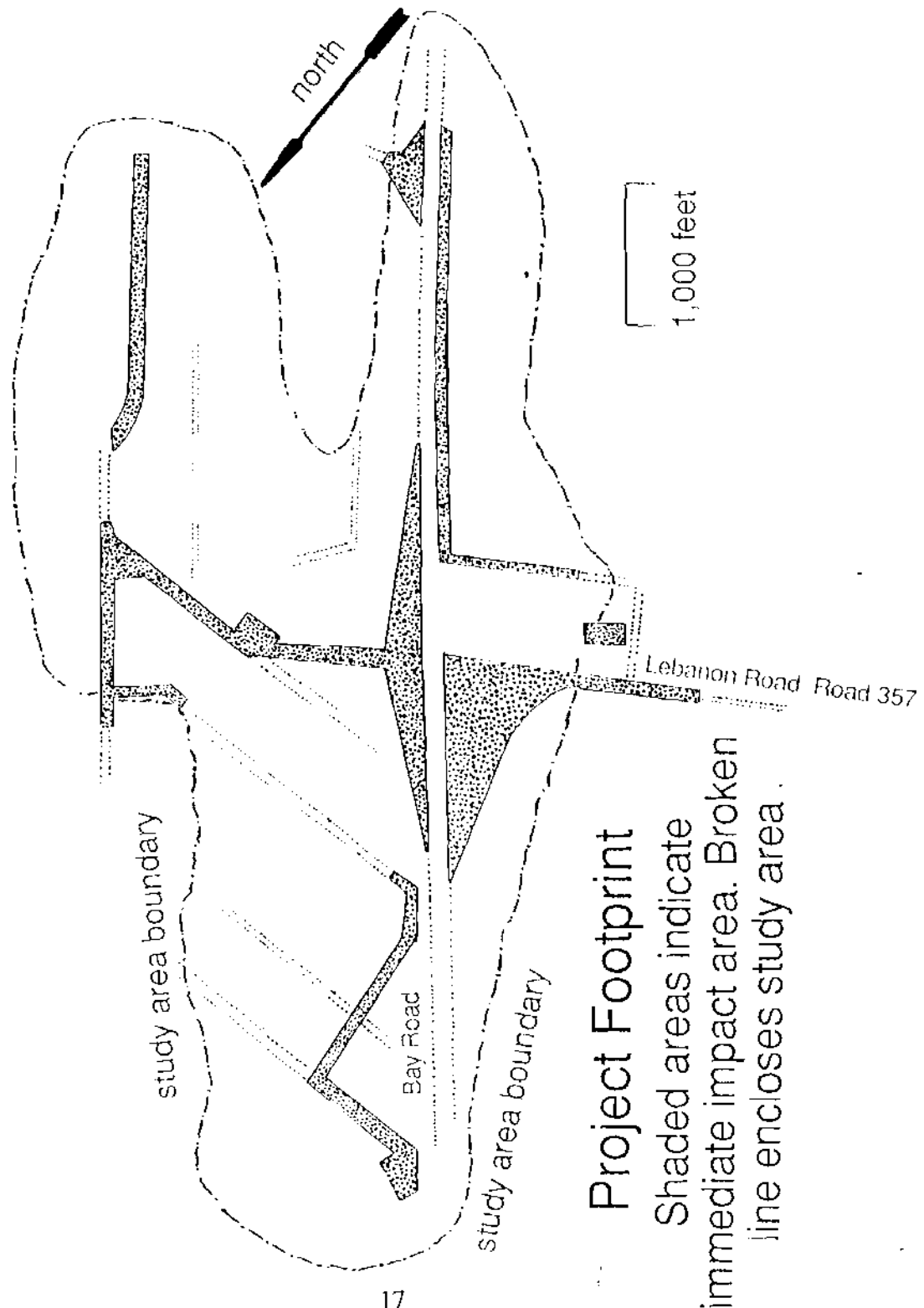
By the second quarter of the eighteenth century, the frontier period was over, and agriculture was settling into ownership patterns that would survive in Kent County for another century. Large farms began to emerge as the dominant property type on the Neck.

Like many other Delaware farms, the Lisbon tract ran afoul of Delaware's laws governing intestate succession. If a landowner died without a will, his eldest son would be entitled to a double share, and his wife would be entitled to a life estate in a third share. While any children were minors, the estate would be subject to guardianship supervised by the Orphans Court. If any orphan died before reaching his or her majority, and without living children, the siblings would share the estate. Estates could become hopelessly entangled if parents died young, leaving minor children, especially if their own interests in other estates had not yet been settled.

Convolutions of chancery cases, so bitterly portrayed by Charles Dickens, were a commonplace of life in Jones Neck. During the middle years of the eighteenth century, titles in the project area were rearranged several times by intestate succession.

Figure 3

Work under the current project will be restricted to improvements in the vicinity of the main gate, where Road 357, the historic Lebanon Road, intersects with U. S. Route 113, the Bay Road. In the figures that follow, the project-area outline from this drawing will be repeated. The transparent overlay of this figure, provided as part of this report, can be used to visualize project impact on various parts of the project area at different points in time.



On the other hand, all these court proceedings left a paper trail that can provide details of life in earlier times.

After Abraham Barber died, his six children were left to sort out their claims. Neighbor John Ware bought the claim of Abraham Barber, Jr., in 1767. Ware still owned only two-sevenths in 1776, when he asked for his part of the tract to be set apart.

INTENSIVE / DURABLE OCCUPATION

Large - scale, frequently absentee, landowners bought up the estates of their less affluent neighbors, cornering the market for the best grain land. During the generation before the American Revolution, Delaware became the breadbasket of the southern colonies. Sugar planters in the Caribbean bought flour and biscuit from mills on the Delaware, releasing their slaves for more lucrative work in the sugar cane industry.

Small grains were still cultivated by single-bottom plow and harvested by hand with a scythe and cradle. In St. Jones Neck, the labor for these farm chores was provided by African-American slaves and poor white laborers. Small landowners who could not hire laborers could not compete; many probably lost their land and became laborers themselves.

When he died, Samuel Dickinson left his Kent County properties to his sons John and Philemon. To facilitate division among them, the will established a dividing line approximately where Route 9 now runs. The land east of this line would belong to John, while Philemon inherited the family land west of the line.

John remained on the farm, at least part time, but his brother moved to New Jersey and began to sell off his Delaware holdings. One that he sold was the fifty acres of Lisbon that his father had bought from his Walter, whose wife had inherited it from her brother.

John Ware bought the tract, which was next to the Abraham Barber tract he owned in part. Here he lived, possibly because his deed from Dickinson was more secure than his undivided interest in the

Barber farm. In 1803, he sold his dwelling tract to Francis Barber, who had consolidated title to the Barber farm and had bought the Gordon farm adjacent (Figure 5).

EARLY NATIONAL PERIOD

Neither of the Dickinson brothers was able to pay much attention to Kent County affairs during the early national period. The farms were managed by overseers and tenants, with infrequent visits from the owners (Powell 1954).

Governor John Dickinson's children and grandchildren were Philadelphians, with little connection to the ancestral soil. The Barbers were living on the land, but many of the local farms were owned by absentees. The Barber farms would also fall into absentee hands in the next generation.

Francis Barber died in 1810 and left the home farm to his son Francis.

After the younger Francis died in 1818, his widow spent 26 years fighting with her daughter over the title his farm. Widow Abigail Barber married Outten Davis, who proceeded to milk the estate for money. The Kent County farmers who had signed Davis' guardian bond petitioned for release from their obligation, citing the guardian's dissipation and bad character.

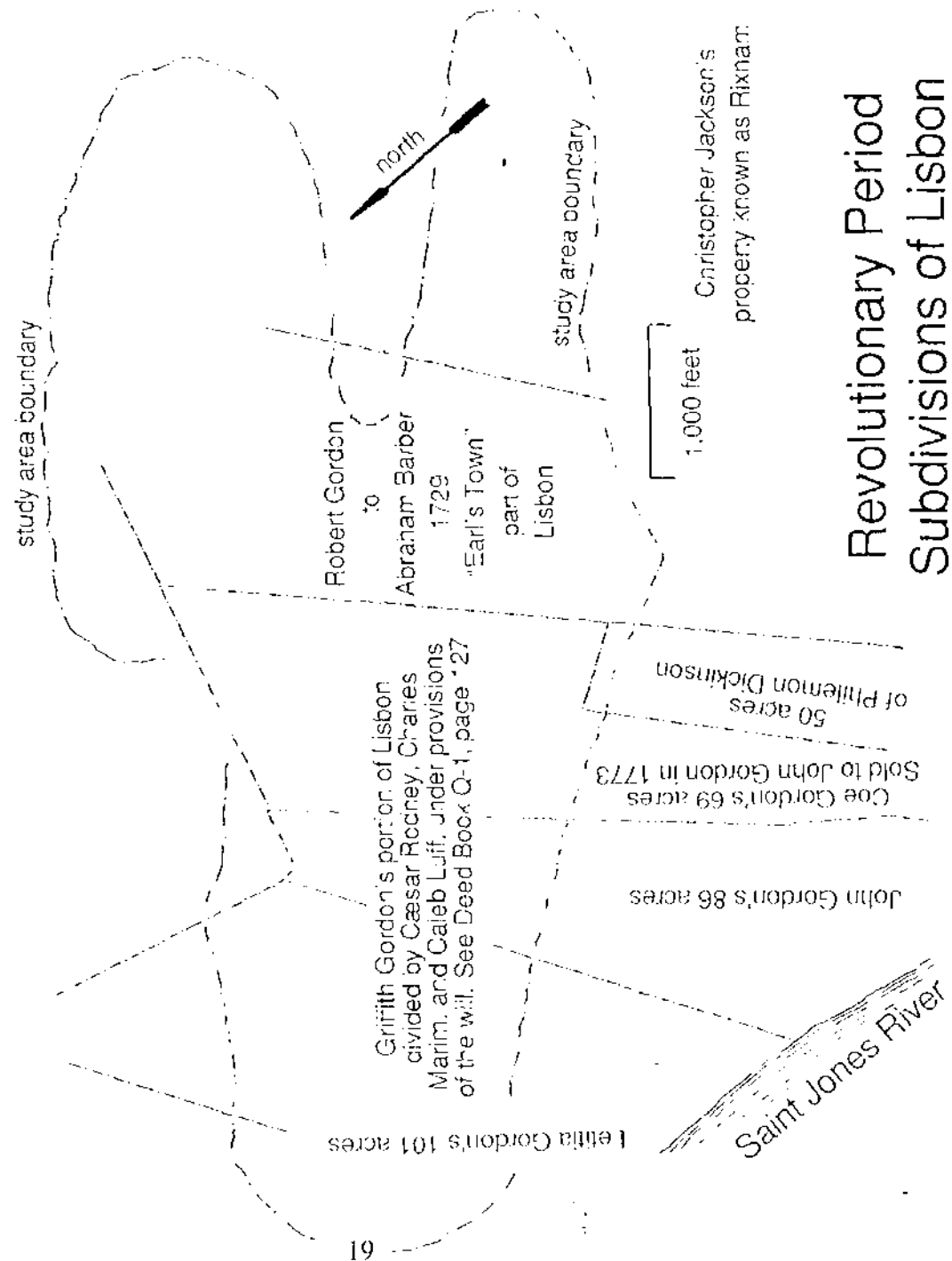
Legally, however, Outten Davis could claim guardianship of his stepdaughter, almost without challenge. When she reached the age of 14, little Abigail exercised her right to choose another guardian. She chose Benjamin Boulden, who sued Davis.

Boulden alleged that the guardian had charged Abigail's estate for frocks the girl had sewn herself, and that he had charged unreasonable room and board. Moreover, he alleged, Outten Davis had rigged the widow's dower division so that his wife received more than her legal entitlement of a third of the estate.

In the July 1829 term of Orphans Court, Abigail and Outten Davis sued her fourteen-year-old daughter for \$1,500.77. They won, and the sheriff sold the farm to Benjamin Boulden, who died a few years later.

Figure 4

The original land grant of Lisbon from the court of Sussex County was a 600-acre tract. In 1699, Captain John Brinkloe, the patentee, sold the "Earl's Town" portion to Benjamin White, who later sold it to Robert Gordon. This parcel later became the Paradee tract southeast of Lebanon Road, including the golf course and the BOQ.



Revolutionary Period Subdivisions of Lisbon

Figure 5

By the beginning of the nineteenth century, land titles in the project area had settled into two farms, both owned at different times by members of the Barber and Gordon families. The Bay Road passed through the two farms.

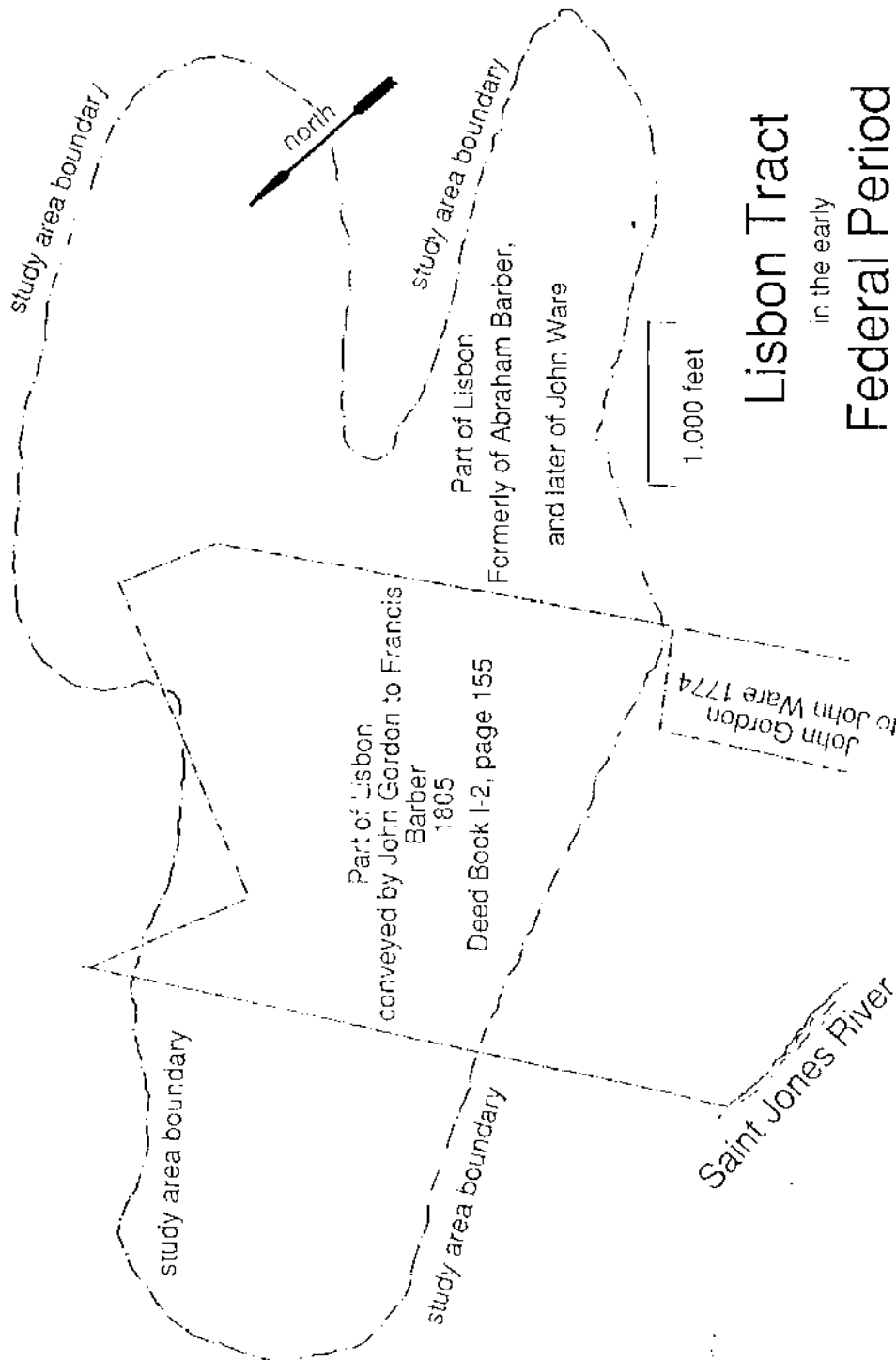


Figure 6

By the middle of the nineteenth century, the project area was a settled farming community, still dominated by absentee landowners. The Holcombs, of New Castle, sold their farm to local owners, using the Bay Road to divide their tracts. The Dickinson holdings would be sold off in part within a few years. The Kimmey holdings, later to become the Dover municipal airport, contained several farmsteads.

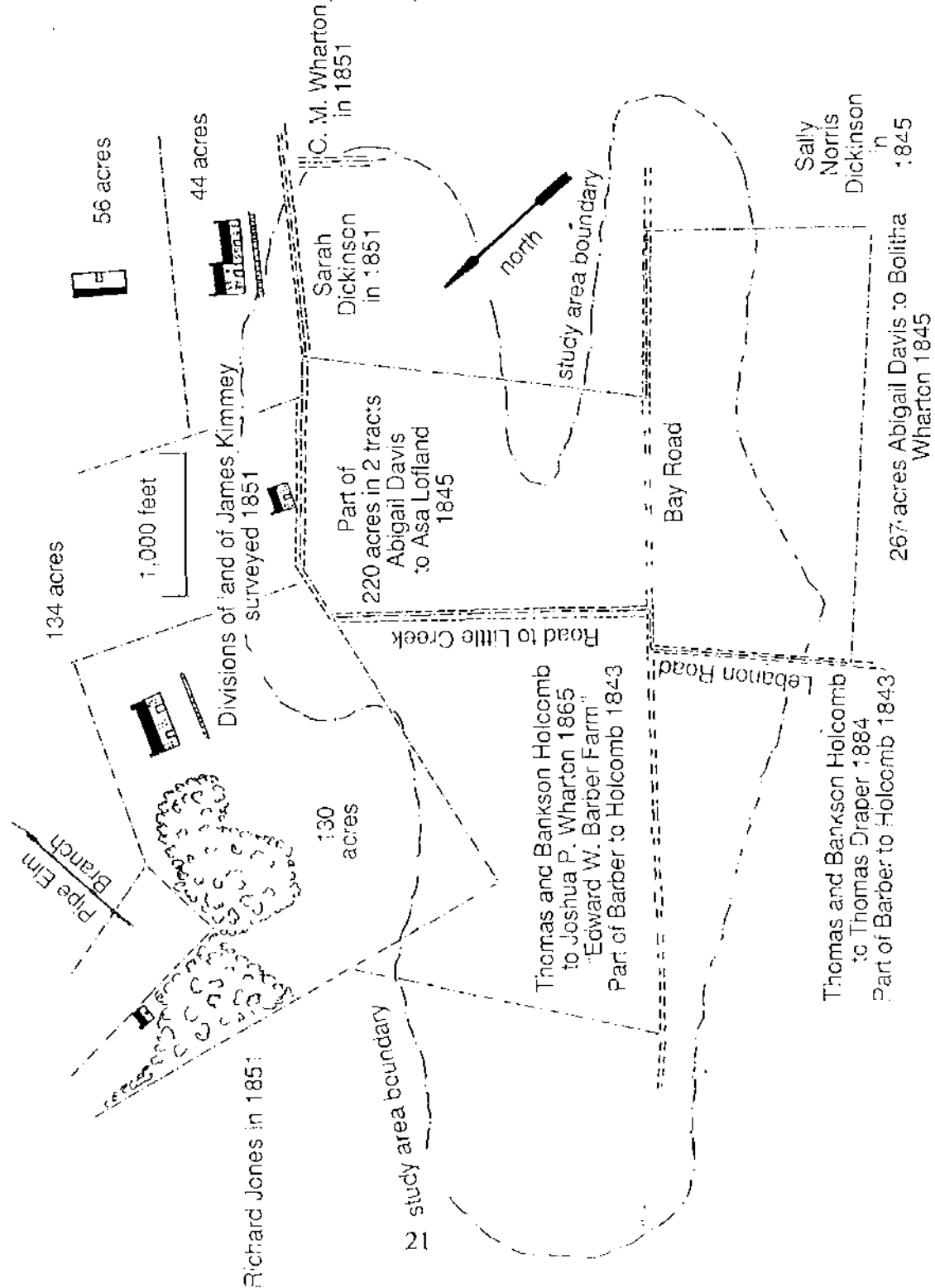
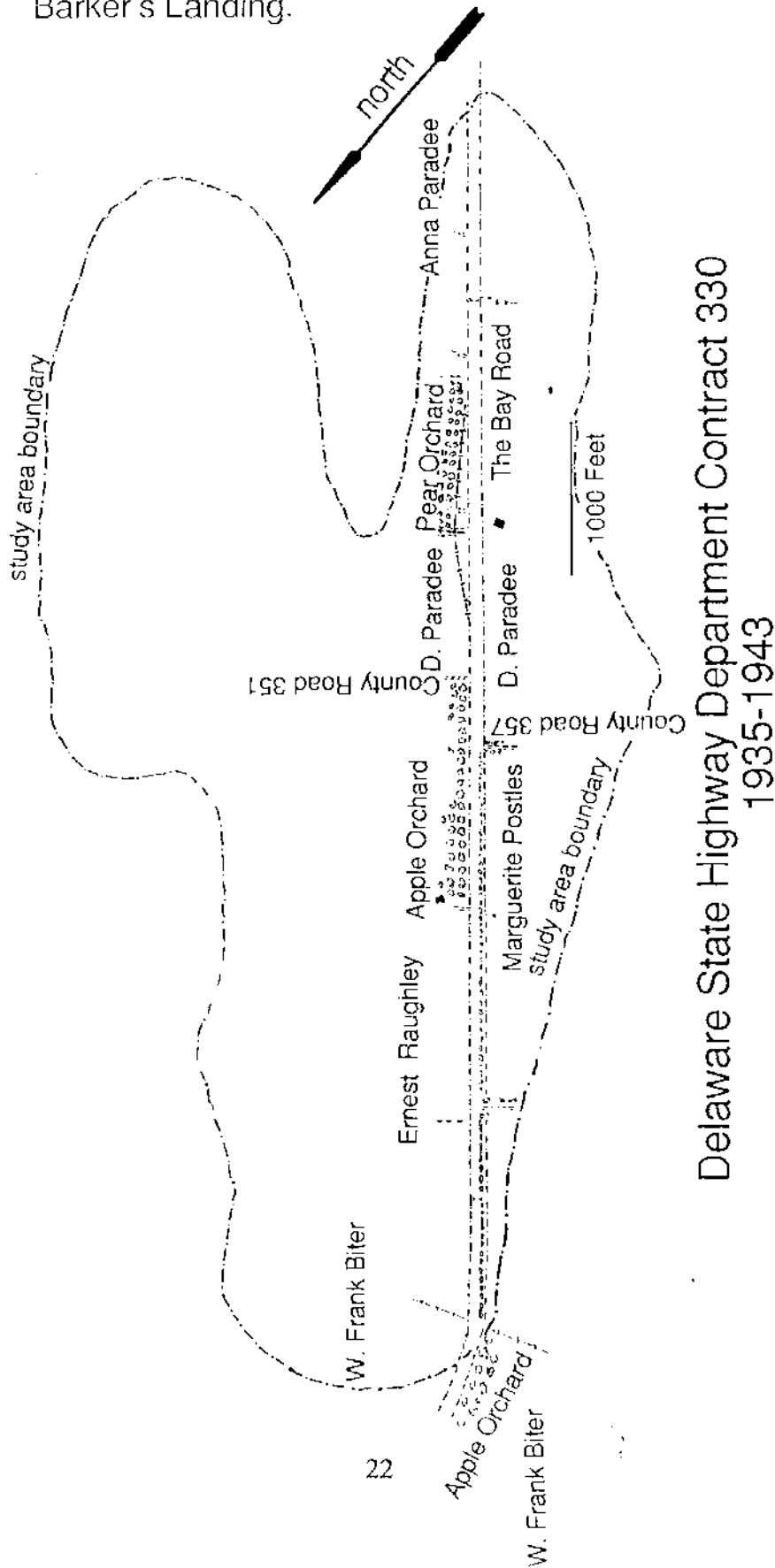


Figure 7

Construction of the present Route 113 changed the local traffic pattern forever. The local Bay Road was developed as part of a north-south corridor over the new drawbridge at Barker's Landing.



Details of road are not shown within 100-foot right-of-way

Figure 8

In 1937, the Delaware State Highway Department bought a statewide aerial survey, which has become a basic part of the state's historical documentary resource. This drawing was traced from the photos, reproduced elsewhere.

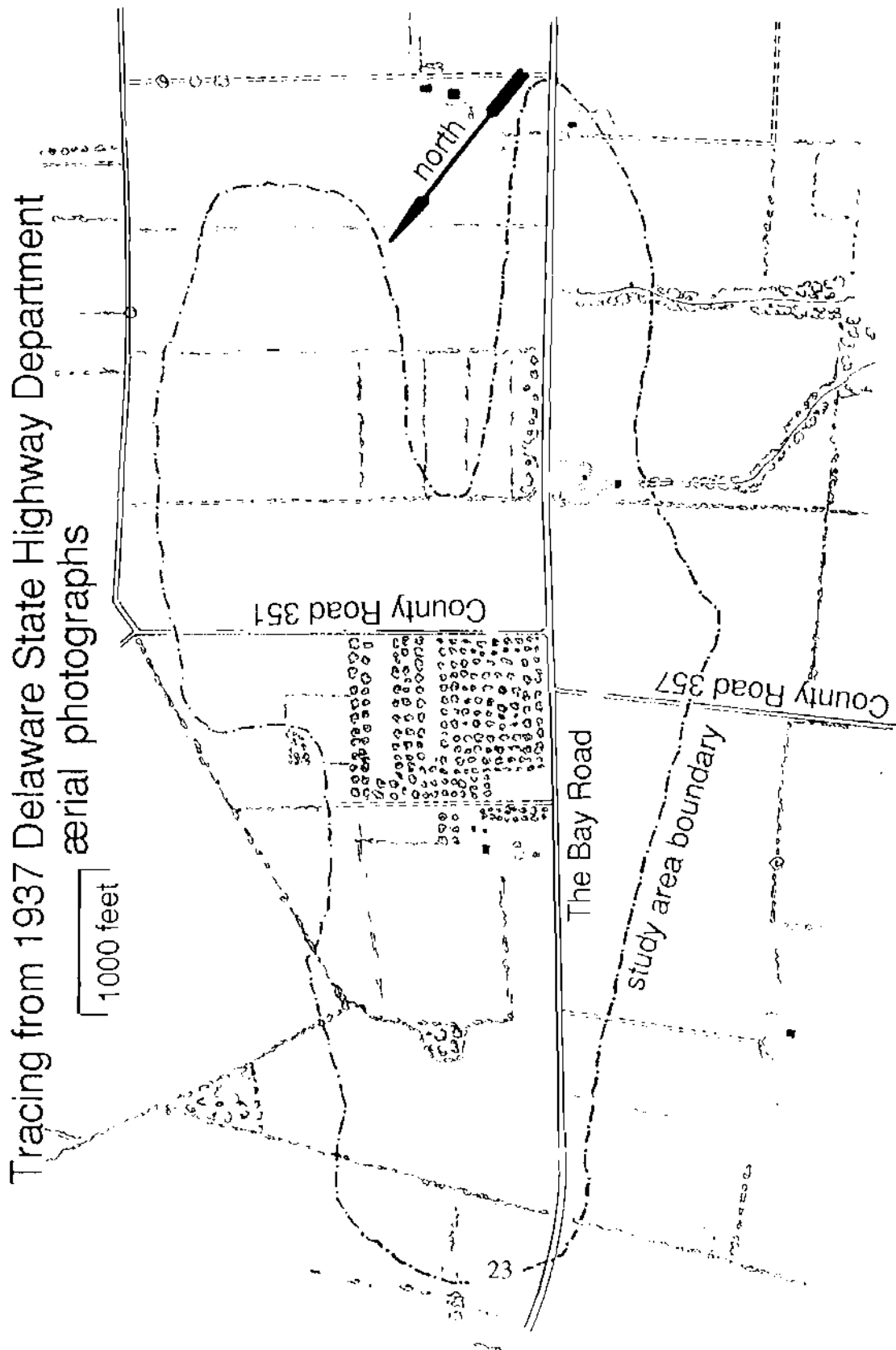


Figure 9

When World War II began, the City of Dover was in the process of building a new municipal airport, or "airdrome" on the Kimmey farm. Federal acquisition of the project area occurred in two stages. The Raughley and Paradee properties were acquired during the War. Parcel C, north of Lebanon Road, was obtained in a series of conveyances beginning in 1957. Within the study area in this sector were several small parcels that had been developed as a strip shopping area before they were acquired by public agencies.

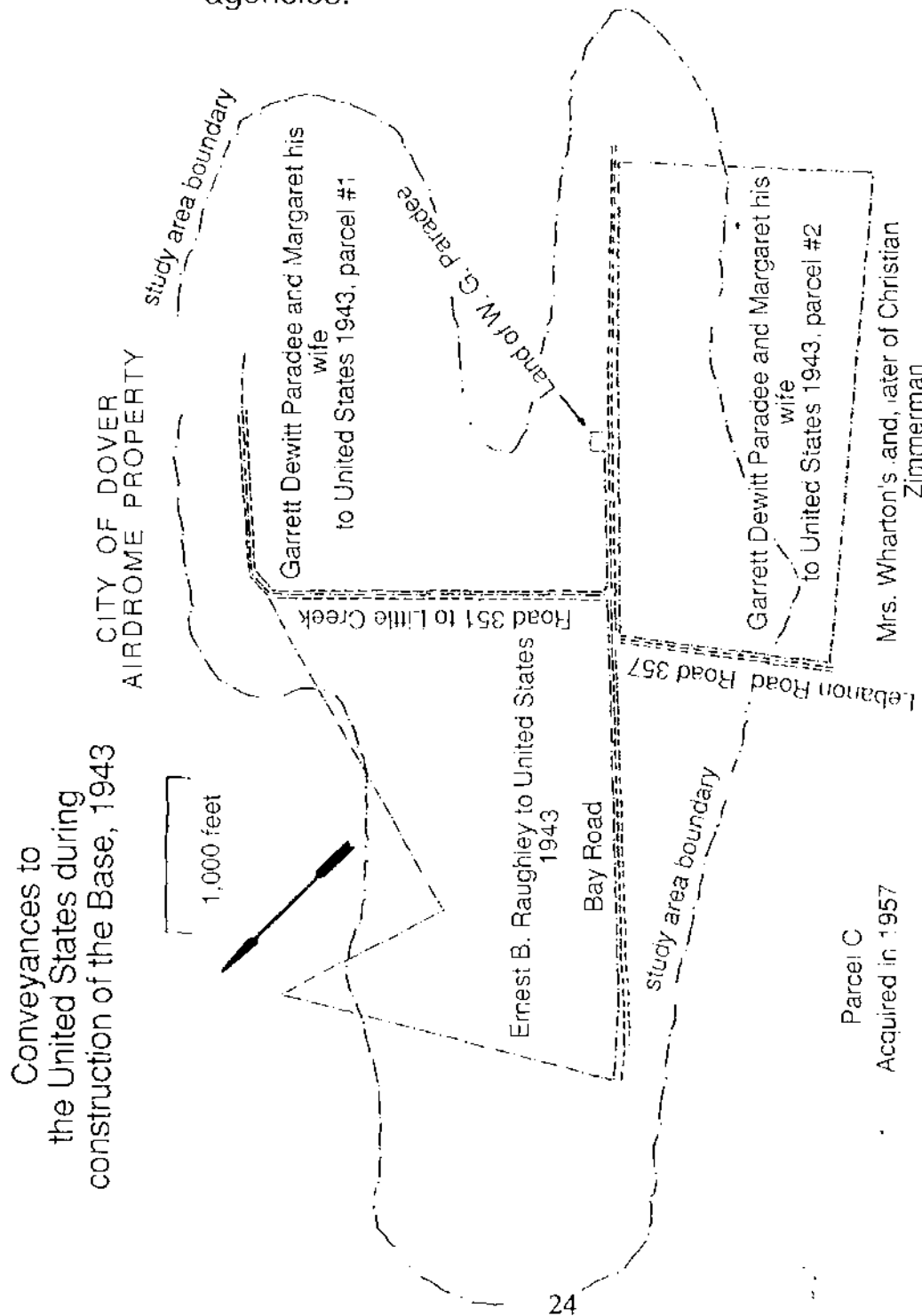
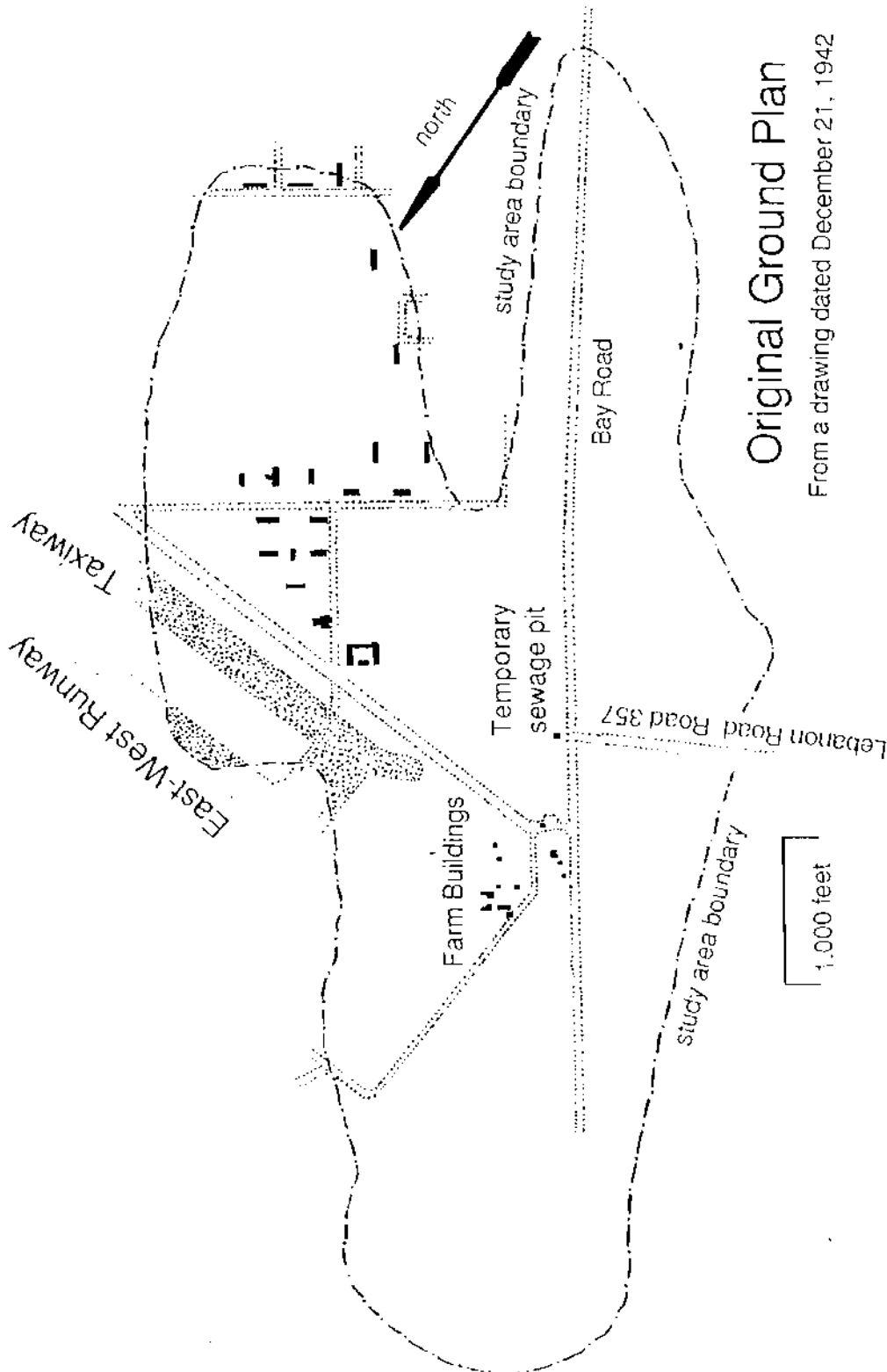


Figure 10

When the Air Corps first occupied the Raughley and Paradee farms, temporary measures were necessary. Raughley farm buildings were kept for a while. Pending construction of the sewage disposal plant by the river bank, a temporary sewage storage pit was built at the present main gate location.

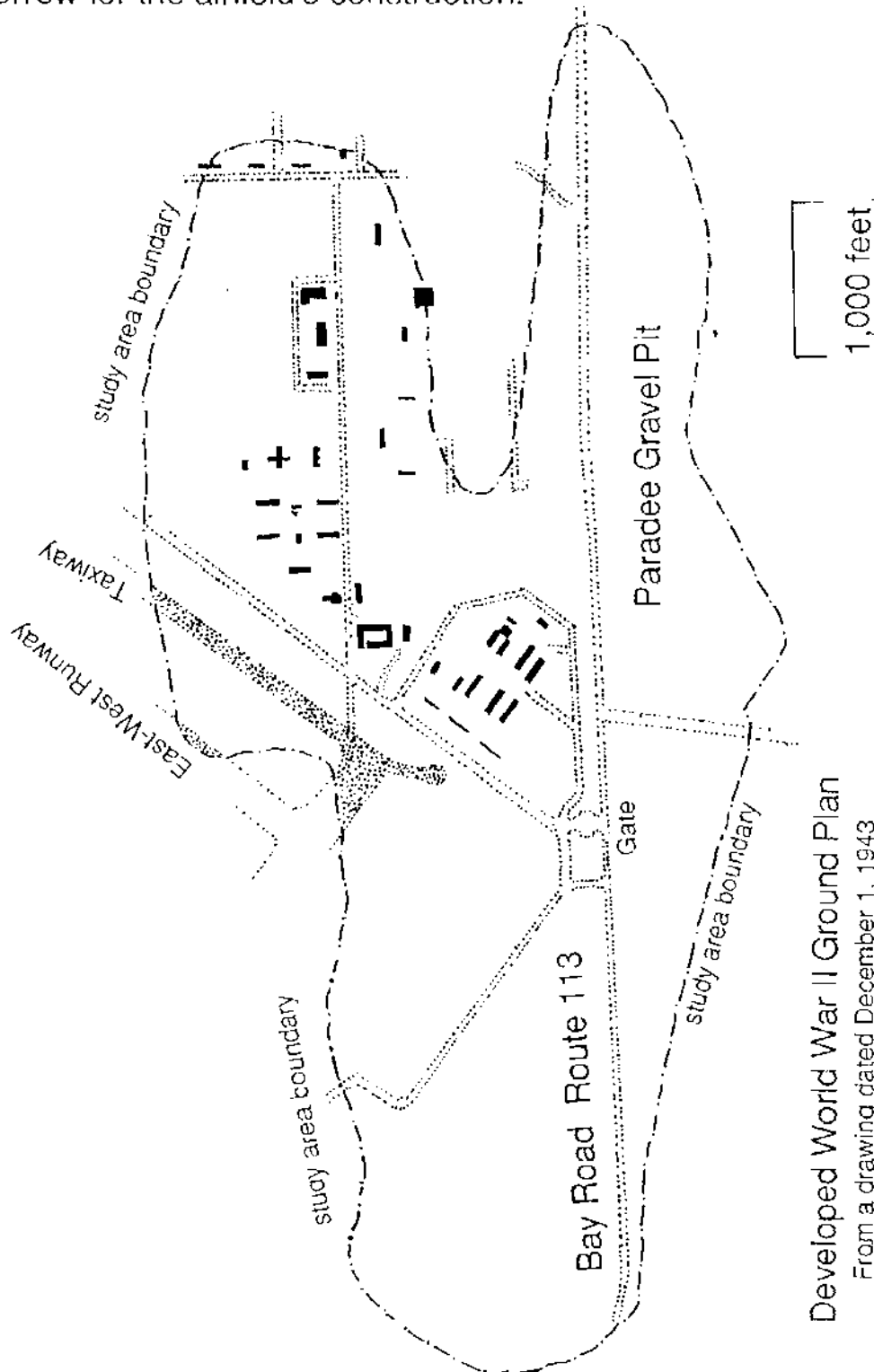


Original Ground Plan

From a drawing dated December 21, 1942

Figure 11

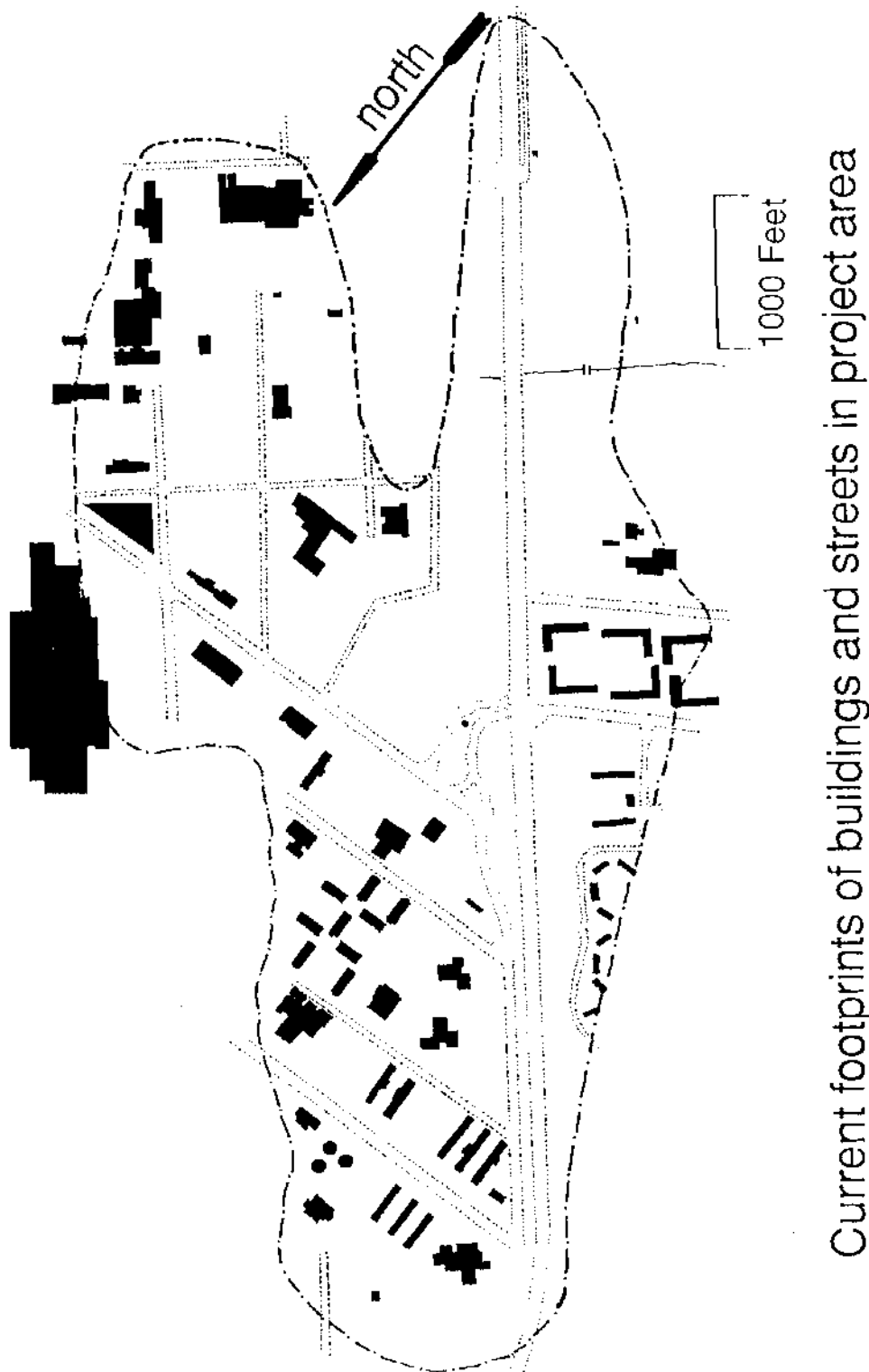
By the end of 1943, the Raughley farm buildings had been replaced and a hospital complex had been built in the present main gate area. The original main gate remained in use. The original east-west runway alignment, left over from the Dover airdrome, was supplemented by a taxiway on the former Raughley farm. A gravel pit, across the road, had been opened to provide borrow for the airfield's construction.



Developed World War II Ground Plan
From a drawing dated December 1, 1943

Figure 12

The current project area retains the road pattern of the original World War II airfield, but the runway and taxiway have been moved to the eastward. The present main gate complex replaces the old hospital. Rows of barracks, built after 1943, have been replaced by newer quarters, which in turn have been demolished. Most of the buildings shown in this plan are second or third generation construction.



Current footprints of buildings and streets in project area

Daughter Abigail, now the wife of Dr. James Sutton, sued the estate of her former guardian. The New Castle County Court of Chancery assigned the property to the Suttons. They, in turn lost the property in another action in Kent County Superior Court in 1845.

Abigail Davis bought the land at sheriff sale in May 1845. She sold it a few months later in two parcels that would remain intact for another century. The northeastern parcel, which became known as the Paradee farm, went to Asa Lofland. This farm included land on both sides of the road, but did not include the old Barber farmstead.

The part nearer St. Jones River was sold to Bolitha Wharton, whose descendants sold it in 1948 to Christian Zimmerman.

While the non-resident Barber heirs were battling over the home farm, the farm northwest of the Lebanon Road settled into a period of owner-occupied prosperity.

Francis Barber the elder bought the farm in two parts, from John Gordon and Jabez Caldwell, who were heirs to the Griffith Gordon tract. The two shares totalled 437.75 acres on paper, but were later described as 300 acres.

In his 1809 will, Francis Barber left this combined farm to his son Benjamin. According to the will, Benjamin and Francis the younger were to pay cash to their brother Edward, who was to use the money to obtain a classical education.

Instead, Edward bought two farms a short distance closer to Dover on the Bay Road. He traded these to Benjamin and settled on the Gordon farm. In 1843, while his former sister-in-law was still scrapping with her daughter, he sold the farm to an absentee landowner, Chauncey P. Holcomb of New Castle.

Holcomb's sons divided the farm into two parts. The 130 acres northeast of the main road were sold to Joshua Wharton in 1868. This tract became the Raughley farm on which the main gate of Dover Air Force Base was eventually built.

Thomas Draper bought the portion between the Bay Road and the river, which he lost at sheriff sale to Jane Lane when he defaulted on a mortgage.

CANNED TOMATO ERA

Kent County was one of the places where the canning industry began in America. Tinsmiths in Dover and Camden, on the eve of the Civil War, began experimenting with new food preservation processes. These experiments paid off handsomely during the conflict, enabling troops to receive quality nourishment previously unknown in wartime. Postwar development of this technology would change the nation's foodways forever. Soon after the war, canneries began to spring up all over the Delmarva. Early canneries were situated in Lebanon, Barkers Landing, and Little Creek, convenient to the broad farms of Jones Neck (Heite and Heite 1989; Heite 1990).

Tomatoes from large farmers provided the volumes necessary to support a factory system. For nearly eight decades, canning dominated the industrial life of Kent County. Every village had its canning factory. Because the acidic tomato is easy to can, small canneries and those with poor quality control were able to produce a marketable product. The more forward-looking firms in the industry added other products, including peaches, meats, and plum pudding.

Development of dependable rail and highway communication with urban centers meant that large-scale truck farming would become increasingly important. "Eastern Shore" produce, even today, holds a premium position in the Baltimore and Philadelphia markets.

MILITARY ERA

Rapid change overtook Jones Neck in 1942. The City of Dover began to build a new airfield on the eve of World War II, east of town on the Horsepond Road. It was an ambitious project with three runways,

reflecting the optimism of airline promoters who saw planes replacing trains and buses. Dover had, after all, regular air mail flights, and it was the state capital.

After Pearl Harbor the nascent airdrome was scooped into the military construction net, and expanded. National Guard troops from Ohio and other states came to train here, while the Corps of Engineers threw up temporary buildings in the farm fields surrounding the new airport.

The part of the Paradee farm across the Bay Road was dug for gravel to build the runways. Timbers from the farmhouse were salvaged and resold in Dover. The golf course and the BOQ now occupy this tract (Charles Paradee, personal communication).

On the eve of base construction, the Delaware State Highway Department commissioned an aerial photographic survey of the entire state. This survey shows the existing conditions in the project area. By re-scaling the map and comparing it to the various land surveys, it is possible to locate 1937 features with considerable accuracy (Plate 1, Figure 8)

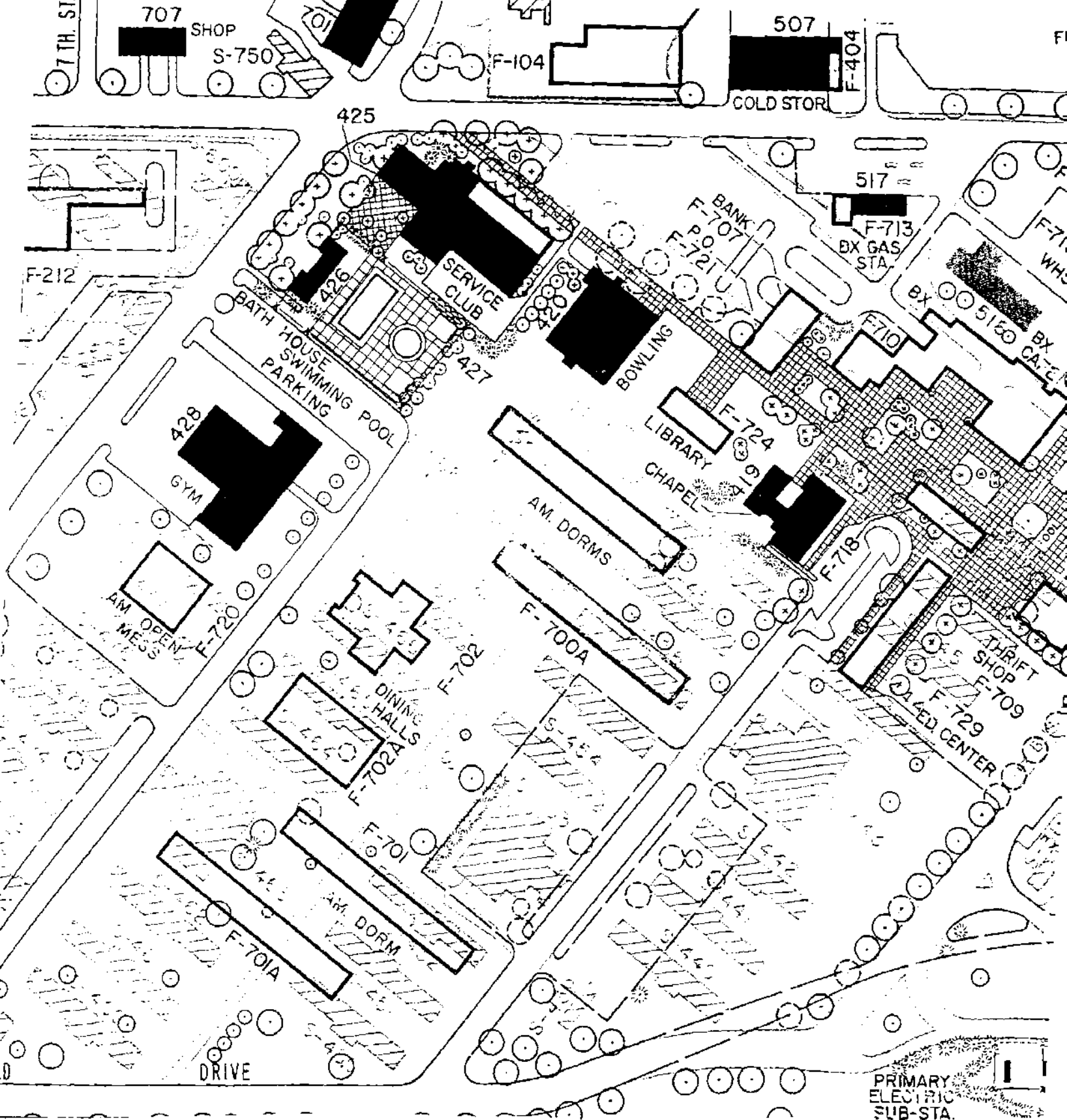
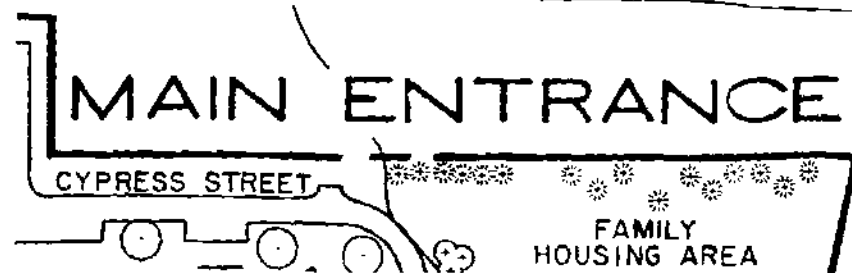
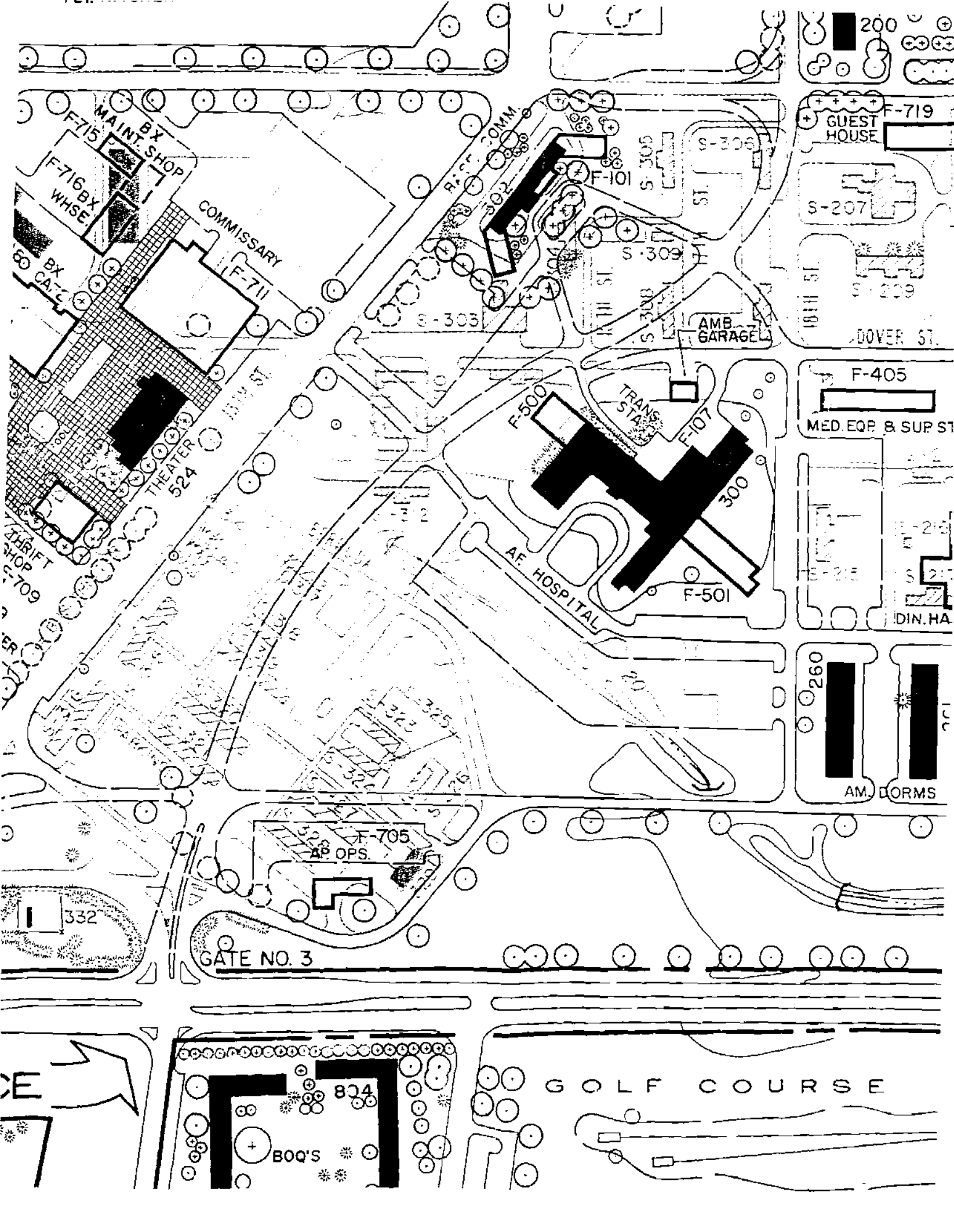
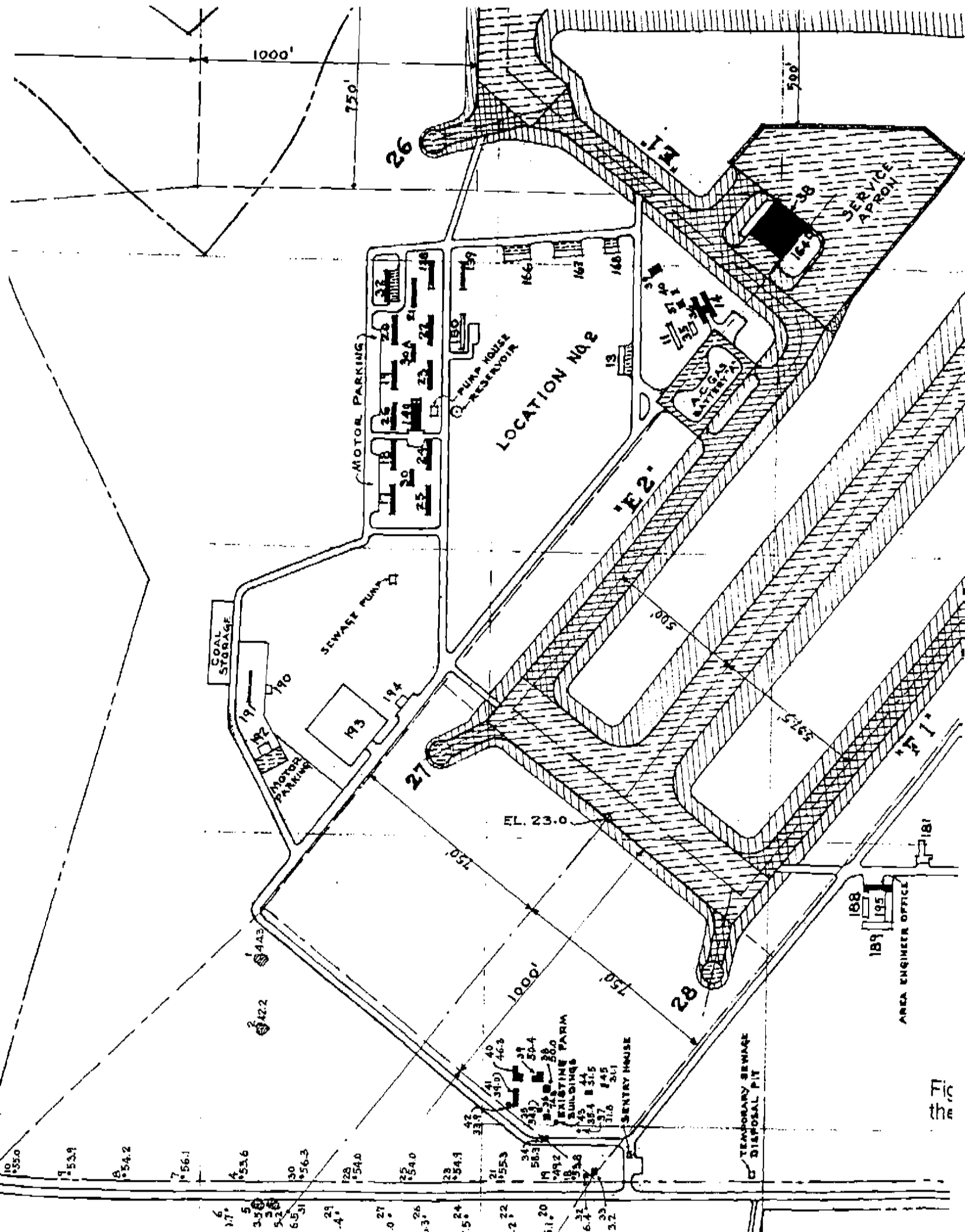


Figure 13: Detail of a Dover Air Force Base development plan dated 1966. Existing buildings that were to be demolished are shaded. This plan demonstrates the difference between the present ground plan and the postwar ground plan. 1" = 200'







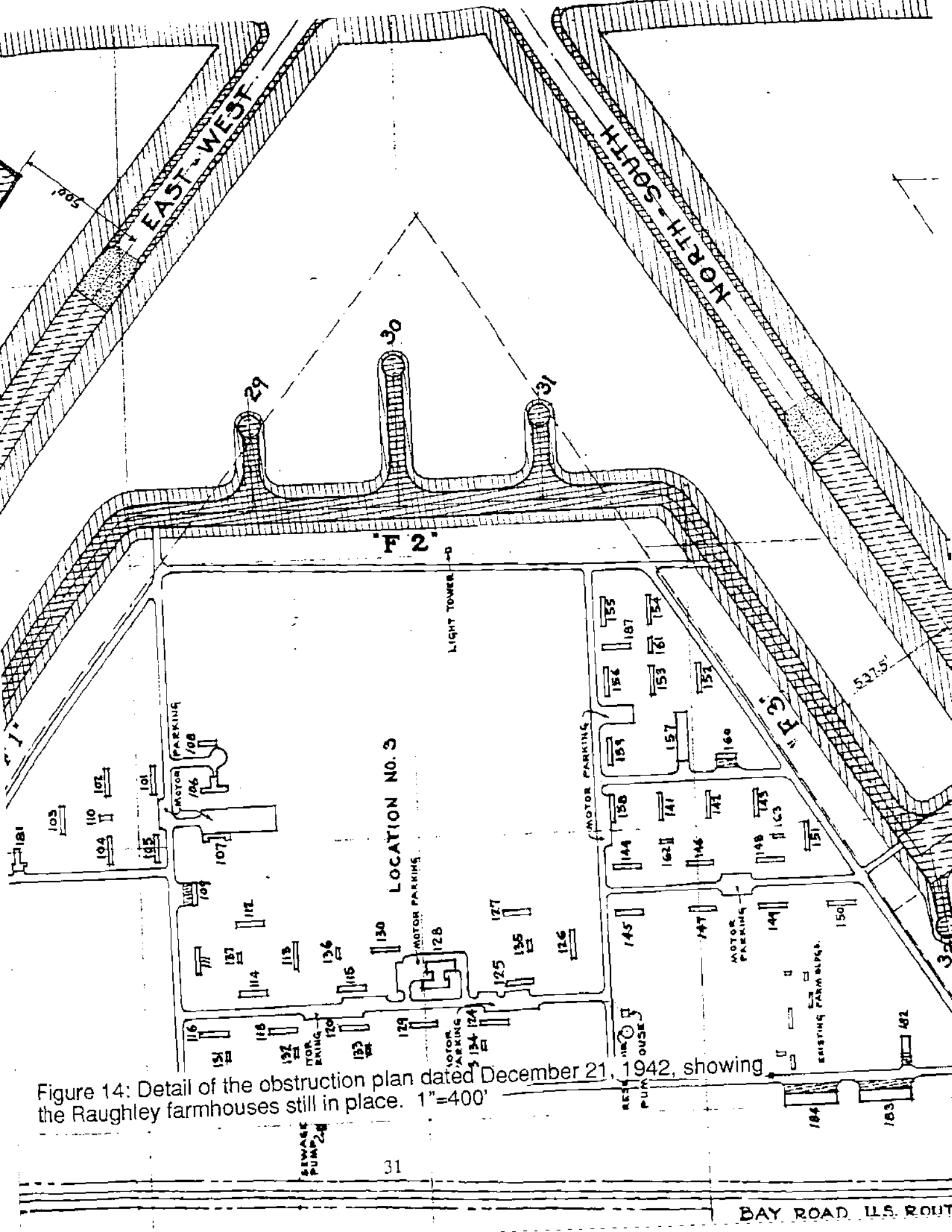
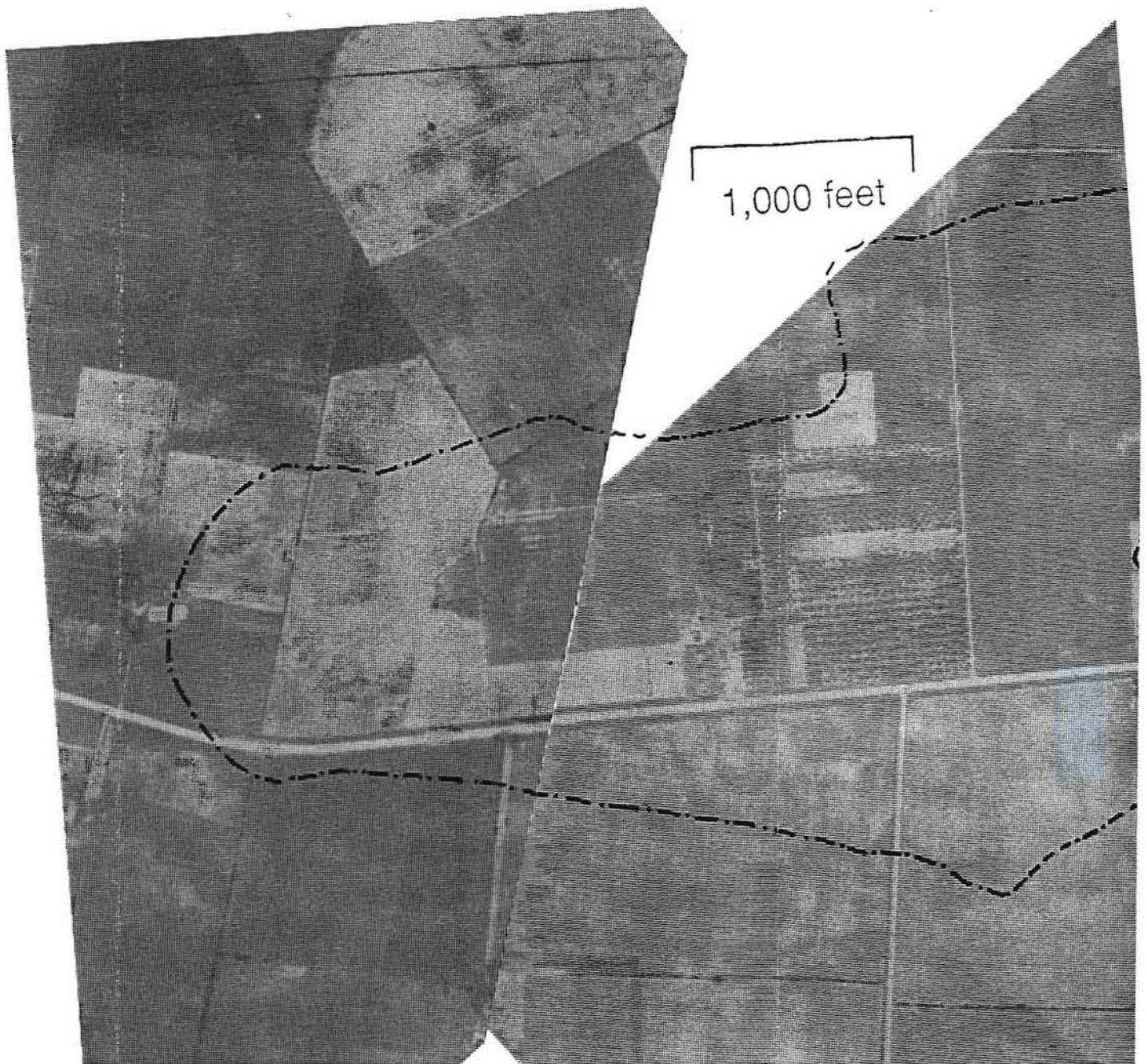


Figure 14: Detail of the obstruction plan dated December 21, 1942, showing the Roughley farmhouses still in place. 1"=400'

Aerial photograph
of project area, 19
Delaware State Highway Dep
Collection



Aerial photograph
of project area, 1937
Delaware State Highway Department
Collection

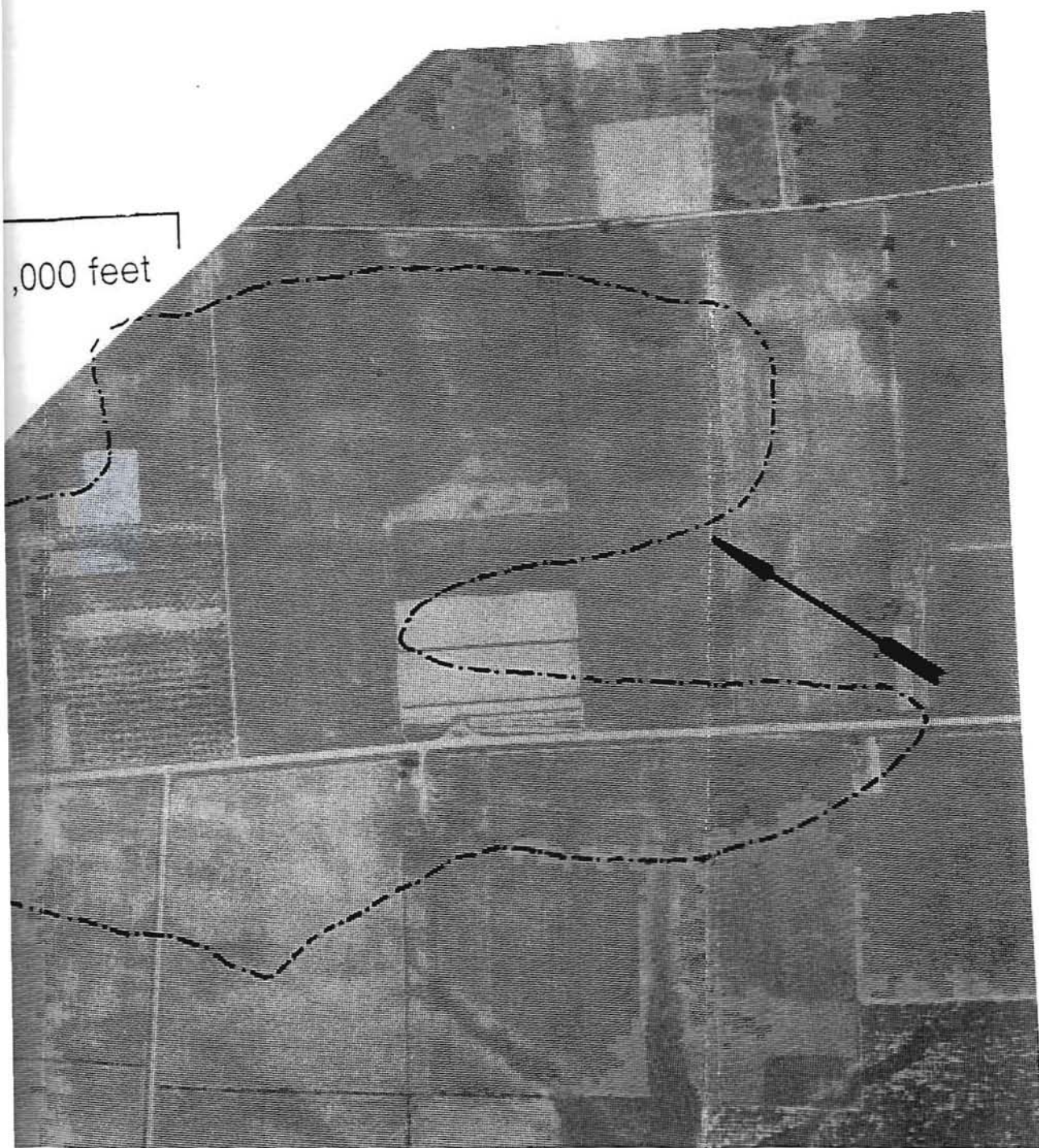


Plate 1: 1937 Delaware State Highway Department aerial photograph of the project area. The dashed line surrounds the present project area.

4. INTERPRETATION AND RECOMMENDATIONS

The first settlers lived along the river, more frequently near the many landings that figure so prominently in early property descriptions along the St. Jones. Each farmer needed a landing to serve his commercial needs, for the river was the main artery of trade.

In the Lisbon tract, two eighteenth-century landing locations are known. A typical farmer's house would have been located near a landing, if he owned one. If a farmer did not own a landing, he would locate his house near a road leading to one.

Abraham Barber, one of the first Lisbon tract settlers, lived in a known location in the present base housing complex. John Ware, who later owned a share in his estate, lived on the road to Barber's house, now the Lebanon Road.

On the northwest side of Lebanon Road, the story was similar. Griffith Gordon, who may have been the first resident owner, lived somewhere on the northwest part of his farm, probably near the river side.

The Bay Road ran through the two tracts since the early eighteenth century, but it was not a focus of settlement until the nineteenth century. Holcomb's tenants, like Edward Barber before them, lived west of the Bay Road.

The adjacent Dickinson (1858) and Kimmey (1851) surveys exhibit a pattern of farmsteads centered on tracts, far back from roads, oftentimes not obviously associated with roads.

When Asa Lofland bought his farm from Abigail Davis in 1845, the traditional Barber homesite was on the part sold to

Bolitha Wharton. It is reasonable to assume that Lofland established the farmstead that later was occupied by the Paradees. This two-story frame house was oriented toward the Bay Road, and stood close to the roadway. There is no evidence that any of the farm's owners kept houses on the east side of the Bay Road.

Raughley's farm became a separate entity in 1868, when it was divided from the former Barber farm. This probably was the occasion for construction of the farmstead that stood on the main gate site in 1942. It, too, was relatively close to the Bay Road.

Trends and known facts about settlement patterns in the area argue against the existence of any sites on the project property from any period before the middle of the nineteenth century. Only the Raughley and Paradee house sites should be expected to have existed in the project area between the Civil War and World War II.

THE DAMES & MOORE STUDY

A map issued with the Dames and Moore Phase Ia study attempted to correlate existing map evidence, but failed to interpret map data in historical context. The result was confusion, rather than clarification, with the same resource represented by several different numbers and symbols, and virtually nothing in the right place.

Early in the present study, it became necessary to ignore the Dames and Moore findings, which in their published form were more confusing than useful. Now that historical research has provided a solid background of tenure data, it is possible to evaluate Dames and Moore map entries against the evidence.

SUMMARY OF RESOURCES

Known or suspected sites in and near the project area as outlined on the accompanying maps

<i>Description</i>	<i>Location</i>	<i>Interpretation</i>	<i>Eligibility Issues</i>
Raughley Farmstead, Dames and Moore site 60	Adjacent to the original main gate	The farmstead does not appear on the 1868 map, which means that it probably was built after this tract was divided from the Holcomb farm.	Later base construction probably has destroyed any integrity this farmstead might have possessed.
Paradee farmstead site, Dames and Moore site 42	Parcel #2 of the Paradee purchase (Figure 9), containing the farmhouse	The two-story frame farmhouse was demolished in 1942; then the tract became a borrow pit. A house was present in 1868 here, probably built after 1845.	Virtually the whole area southeast of the Lebanon Road was a borrow pit, including the present golf course, BOQ, and Officers Club areas.
Holcomb-Draper-Lane tenant house site, Dames and Moore sites 41, 12, and 36	Outside the project area north of Lebanon Road and west of Rt. 113. An Orphans Court survey locates this toft	A two-story frame house occupied "Parcel C" of the Air Force Base, for about a century or more before it became government property. It may have been built as early as the tenure of owner-occupant Edward Barber (1825-1843).	Significance of this resource is not material to the present study.
Site of John Ware's house	South side of Lebanon Road	A corner of Ware's property was described as being near his house.	Ware's house stood on the northeast corner of his fifty-acre tract, near the edge of the project area. Its site probably was destroyed by the gravel pit.
Original Abraham Barber house site, Dames and Moore site 48	Near St. Jones River, south of Lebanon Road in a documented location outside project area	The Lebanon Road was once described as the road to Barber's house; a sketch survives from the eighteenth century. In 1868 there was one house on or near the early site and another inland	It is reasonable to suggest that the eighteenth-century homestead site of Abraham Barber I might survive in the area of the dependent school.
Gordon farmstead	Probably near St. Jones River, known to have stood on the northwest half of the plantation north of the project area	The site later occupied by the DAFB sewage disposal plant was the landing area of the original farm. Houses were located near the landing in 1868, but these could not have been the Gordon house.	It is reasonable to suggest that the known farmsteads on the Gordon (north) side of Lebanon road were historically outside the project area.
Strip development	Opposite the main gate and northwest of Lebanon Road, entirely within study area.	A miscellany of diners, night clubs, motorcycle salvage and other businesses catering to Air Force personnel developed as the farmer sold off pieces of frontage over a period of several years.	Strip development opposite the main gate was similar to other such developments worldwide. There is no reason to suppose that it might be found significant within the meaning of the Register.
Original Army Air Corps hospital site	Opposite intersection of Lebanon Road with Route 113	Soon after the base was established, a hospital complex was built opposite the Lebanon Road. Substantial masonry buildings were included, but most were temporary.	The potential significance of the archaeological remains of the base hospital of 1943 would be a proper subject for further analytical discussion, but significance is not self-evident.

42 Asa Lofland house site

Asa Lofland owned the parcel known as the Paradee tract in 1859, when Byles showed a house that probably was the same as one demolished for the gravel pit around 1942. Other symbols surrounding this location on the Dames and Moore map also indicate the same resource.

60 "Unlabelled" (Raughley Farm)

This number and the associated marks indicate the Raughley farm, identified on the USGS 1899 and 1936 maps.

41, 12, 36 Holcomb-Draper-Lane farm

These three numbers refer to the farmstead where Holcomb's tenants lived, and possibly where Edward Barber had lived, on Lisbon.

48 Possible Abraham Barber House site

According to Dames and Moore, a resource at this location was indicated on the Byles map. The original survey of Barber's marsh shows his house at the head of a gut in this approximate location. The relationship between the house and Jackson's Gut is clearly shown in the eighteenth-century survey, and should be fairly simple to correlate with later maps.

8 Possible Bolitha Wharton House site

Bolitha Wharton's house stood here.

10, 11 Landing and fishery

These two resources belong to a small settlement, the last vestige of which was still present when the Dover Air Force Base was established, around the landing. This was probably the original terminus of the Lebanon road, before the causeway and bridge were built during the middle years of the nineteenth century.

PHASE IB ALTERNATIVES

Three alternative survey techniques are available to test for presence of known or suspected resources. These three techniques are test squares, shovel test pits, and walkover.

Test squares are preferred where a site's location is relatively precisely known, and one seeks to identify subsurface features, to assess integrity, and to collect a useful sample for analysis.

Shovel test pits can be arrayed across a known site to define limits and activity areas. They can also be used to test a relatively small project area in the vicinity of a known resource, to determine if the known resource extends into a project impact area.

Walkover survey of a plowed field provides the researcher with a sample of all areas. Very small sites that would be missed by interval testing, or sites containing few artifacts, can best be found by walkover. While this is at all times the preferred method for locating cultural resources, it is not always available.

No survey method will identify all the resources, but it is possible to reduce the danger of missing resources to an acceptable level. It is therefore the responsibility of the archaeologist to recommend a survey method that will detect the largest possible number of sites.

RECOMMENDED ACTION

The purpose of this report is to suggest a course of action for future stages of the cultural resource investigation in the project footprint identified in figure 3, above.

From the property history, it is evident that there are four distinct subject areas:

1. Military cultural resources;
2. Pre-military features east of Rt. 113;
3. Features southeast of Road 357;
4. Features northwest of Road 357.

Each area is unique, and will dictate different approaches to Phase IB survey, if any are contemplated.

1. Military cultural resources

Exact locations are known for military features that have existed since 1942, the beginning of Dover Air Force Base institutional history. The 1937 aerial photographs and the early highway construction drawings can help determine

exactly what existed on the Base immediately before the Corps of Engineers began converting the town airport into a military base.

Even such transient features as the sewage holding pit and the covered boardwalks around the first hospital are documented in the Base engineering files. Because their former locations are known with such precision, there is no need for subsurface testing to locate these features.

If it should be determined that these features potentially are significant, their integrity will become an issue. Integrity and significance are Phase II issues, outside the scope of the present project

Archæological testing will be necessary when the time comes to assess the integrity of these resources. This testing should take the form of precisely positioned test units, designed to uncover known features for examination.

2. Pre-military features east of Rt. 113

Before the Base was built, the present main gate area was the seat of an extensive fruit farm. The original main gate was established at the farm's entrance, and the farm buildings survived long enough to be recorded on the December 1942 site plan (Figure 10).

These buildings were demolished to make way for a runway that formerly terminated just short of the fence along Route 113. The location was later covered by a row of barracks and mess halls.

Construction of these military structures is likely to have destroyed any meaningful remains of the farm complex. The archæological integrity of the site certainly would have been compromised.

The extent and integrity of any surviving farm remains could be assessed by sinking controlled shovel test pits into known locations. This is not, however, recommended.

3. Features southeast of Road 357

The Dewitt Paradee house site, which probably dated as early as 1845, was destroyed by the government gravel pit. The

only other known resource in this area was the site of the Ware house, which stood near the intersection during the eighteenth century, would have been obliterated in the same gravel operation, if not by the dualization of Route 113.

Archæological potential of the Air Force property along Route 113 south of the Lebanon Road is slim to nonexistent, and no further work is recommended.

4. Features northwest of Road 357

Strip development along Route 113 and the Lebanon Road has been destroyed in clearance for the present project. This could have been regarded as a representative of a broad category of property types, explored elsewhere by DelDOT cultural resource studies.

Since all the roadside development was less than fifty years old, it would require special circumstances to be adjudged significant within the meaning of the National Register. No further investigation is indicated.

ADEQUACY OF DATA AND METHODS

From 1937 to the present, the physical history of the project area is an open book. The documentary resources are superb.

Before 1937, information is spotty and it is sometimes necessary to employ predictive models to fill holes in the hard data. When the project area is strictly confined, as in this case, the researcher can depend upon the judicious use of modelling to supplement research. In this case, a high level of confidence is possible, and there is no reason to suspect that major resources have gone undetected.

REFERENCES

- Ames, David L., Mary Helen Callahan, Bernard L. Herman, and Rebecca J. Siders
1989 *Delaware Comprehensive Historic Preservation Plan*. University of Delaware, Newark.
- Bachman, David C., and Wade P. Catts
1990 *Final archaeological investigations of the Lafferty Lane Cemetery 7K-D-11, State Route 1 Relief Corridor, Dover, Kent County, Delaware*. Delaware Department of Transportation *Archæology Series* 80.
- Bachman, David C., David J. Grettler, and Jay F. Custer
1988 *Phase I archaeological survey of the Early Action Segment of the Route 13 corridor, Delaware*. Delaware Department of Transportation *Archæology Series* 69.
- Beers, D. G.
1968 *New Topographical Atlas of the State of Delaware*. Pomeroy and Beers, Philadelphia.
- Catts, Wade P., and Todd Sandstrom
1993 *Report of Phase I and II Archaeological Testing of the Lisbon Tract, Dover Air Force Base, Delaware*. Delaware Department of Transportation *Archæology Series*, in press.
- Custer, Jay F.
1986 *A Management Plan for Delaware's Prehistoric Cultural Resources*
- Custer, Jay F., Patricia Jehle, Thomas Klatka, and Timothy Eveleigh
1984 *A cultural resources reconnaissance planning study of the proposed Route 13 relief corridor New Castle and Kent counties, Delaware*. Delaware Department of Transportation *Archæology Series* 30.
- Dames and Moore, Inc.
1993 *Phase IA archeological assessment and predictive model Dover Air Force Base, Dover, Delaware*. Prepared for Department of the Air Force.
- De Cunzo, Lu Ann, and Wade P. Catts
1990 *Management Plan for Delaware's Historical Archaeological Resources*. UDCAR, Newark.
- De Cunzo, Lu Ann, and Ann Marie Garcia
1992 *Historic Context: The Archaeology of Agriculture and Rural Life, New Castle and Kent Counties, Delaware, 1830-1940*. UDCAR, Newark.
- Grettler, David J., David C. Bachman, Jay F. Custer, and JoAnn Jamison
1991 *Phase II archaeological survey of all historic sites in the early action segment of the State Route 1 Relief Route, Delaware*. Delaware Department of Transportation *Archæology Series* 87.
- Heite, Edward F., and Louise B. Heite
1986 *Report of Phase I archaeological and historical investigations at the site of Fort Casimir, New Castle, Delaware*. Prepared for Trustees of the New Castle Common.
- Heite, Louise B., and Edward F.
1989 *Archæological and historical survey of Lebanon and Forest Landing, Road 356a North Murderkill Hundred, Kent County, Delaware*. Delaware Department of Transportation *Archæology Series* 70.
- Herman, Bernard L., and Rebecca J. Siders
1986 *Delaware Comprehensive Historic Preservation Plan: Historic Contexts*. Center for Historic Architecture and Engineering, Newark.
- Jackson, James B.

1983	<i>The Early Settlement and Founding of Kent County, Delaware.</i>	PRIMARY DOCUMENTATION
Payne, Ted A.		
1994	<i>Cultural Resource Survey and Evaluation at the Dover Air Force Base, Dover, Delaware.</i> Prepared for National Park Service Mid-Atlantic Region.	Delaware Department of Transportation Contract Files
		Kent County Orphans Court Loose Case Files Plot Books Dockets
Powell, J. H.		
1954	<i>The House on Jones Neck: The Dickinson Mansion.</i> Friends of the John Dickinson Mansion, Inc.	Kent County Recorder of Deeds Deed Books Plot Books "JD" land book
Scharf, J. Thomas		
1888	<i>History of Delaware.</i> L. J. Richards, Philadelphia.	Kent County Register of Wills Will Books
Siders, Rebecca J., Bernard L. Herman, David L. Ames, Andrea L. Marth, Gabrielle M. Lanier, Margaret H. Watson, Elizabeth M. Bellingrath, Nancy I. Van Dolsen, Leslie D. Bashman, and Susan M. Chase		
1991	<i>Agricultural Tenancy in Central Delaware, 1770-1900: A Historic Context.</i> University of Delaware College of Urban Affairs and Public Policy.	
Soil Conservation Service, USDA		
1971	<i>Soil Survey Kent County, Delaware</i>	
Wilson, John S.		
1990	We've Got Thousands of These! What Makes an Historic Farmstead Significant? <i>Historical Archaeology</i> 24(2):23-33.	

APPENDIX

DESCENT OF TITLE DOVER AIR FORCE BASE MAIN GATE AREA

1. THE RAUGHLEY PROPERTY

CONDEMNATION

OF

PROPERTY OF ERNEST B. RAUGHLEY

12 January 1943

Deed Book G-16, page 212
Civil Action #266, U. S. District Court

Describes a parcel on U. S. 113,
between county road 351 and the
property of W. Frank Biter, adjoining
land of the City of Dover. This is
roughly the core of the modern base,
around the main gate.

JOSEPH A. FREAR
AND CLARA E., HIS WIFE

TO

ERNEST B. RAUGHLEY
30 November 1908
Deed Book Q-9, page 417

Farm, 110 acres, in St. Jones
Neck, on the east side of the public road
from Dover to Kitts Hummock, bounded
on the north by Celina Morgan, on the
east by land late of Dr. Samuel Creadick,
now deceased, on the south by the road
from Lebanon to Little Creek.

ROBERT H. VANDYKE
AND NANNIE HIS WIFE

TO

JOSEPH A. FREAR
28 October 1897
Deed Book Z-7, page 180

Describes the property as the third
of the parcels conveyed to Van Dyke by

Mary E. Wharton and others, heirs at law
of Joshua B. Wharton, on 24 April 1897.

MARY E. WHARTON,
WIDOW OF JOSHUA B. WHARTON,

JOHN B. WHARTON
AND BENETTA HIS WIFE,

ROBERT H. WILSON
AND ELIZABETH HIS WIFE,

JAMES L. WHARTON
AND BESSIE HIS WIFE,

AND EMMA WHARTON

TO

ROBERT H. VAN DYKE
24 April 1897
Deed Book Y-7, page 139

3. Parcel in East Dover Hundred
east of the public road from Dover to
Kitts Hummock, adjacent to lands of
Celina Morgan on the north, Dr. Samuel
Creadick on the east, road from Lebanon
to Little Creek on the south. 130 acres.

THOMAS HOLCOMB
AND BANKSON HOLCOMB

TO

JOSHUA P. WHARTON
1 January 1868
Deed Book V-5, page 264

Sons of Chauncey P. Holcomb
convey a "portion of their farm" known
as the Edward W. Barber farm on the east
side of the main road. 130 acres

EDWARD N. BARBER
AND SALLY ANN HIS WIFE

TO

CHAUNCEY P. HOLCOMB
30 October 1843
Deed Book S-3, page 7

Two parcels:

1. Farm where Barber now resides, adjacent to James Kimmey and to the farm Francis Barber the elder devised to his son Francis, and also bounded on one side by St. Jones Creek and also lying on the Forest Landing Road.

2. Woodland a short distance from the plantation adjoining Zadock Postles and Robert Mitchell. 20 acres

BENJAMIN BARBER

TO

EDWARD N. BARBER
26 December 1825
Deed Book Z-2, page 20

Refers to the will of their father Francis the elder. Benjamin docked the tail by straw-man conveyances in Deed Book T-1, pages 118 and 119. 300 acres of upland and cripple devised to Benjamin by the will of Francis the elder.

On the same date (Deed Book Z-2, page 21) Edward and Sally Ann conveyed 198 acres in two parcels that Edward had purchased: 158 acres formerly of Thomas Brown and 40 acres late of Thomas Candy.

WILL OF FRANCIS BARBER

Made 2 September 1809
Kent County Probate
Delaware Archives

Leaves his son Benjamin the plantation bought of [Jabez] Caldwell and [John] Gordon, containing about 300

acres. Edward was to receive payments from the other children, and he was to receive a classical education.

JOHN GORDON AND ANN HIS WIFE

TO

FRANCIS BARBER
22 May 1805
Deed Book I-2, page 155

287.75 acres

Begin at a corner of land on St. Jones Creek in the line of John Edinfield, deceased.

North 45°45' East 241 perches to a stake in the line of Lisbon,

By Lisbon, South and by West, 66 perches to a stake in a swamp,

Then by land formerly of Thomas Irons, South 79° East 122.2 perches,

South 10° 51' West 39.8 perches to a corner with the Lisbon line,

Then with land formerly of Abraham Barber but now of Francis Barber, South 43°30' West 169 perches to a corner of land heretofore conveyed by Gordon to John Ware,

Then by Ware's land North 47°30' West 39 perches,

South 45°15' West 111.7 perches to the creek, then up the creek to the beginning.

Coe Gordon had devised to his son John 130 acres of this land. Cites the deed of John Gordon and Hannah his wife to Coe Gordon, father of the grantee, 26 December 1786.

JABEZ CALDWELL
AND SARAH HIS WIFE

TO

FRANCIS BARBER

19 August 1805

Deed Book I-2, page 161

150 acres, part of Lisbon, adjacent to John Gordon the younger, Francis Barber and Dr. John Brinkloe. The purchase had been agreed 14 August 1801, subject to payment. Caldwell became entitled to this property by marrying Sydney, daughter of Coe Gordon. After the deaths of his wife and then of their daughter, Jabez Caldwell was entitled to the property as their heir at law.

WILL OF COE GORDON

DATED 16 NOVEMBER 1787

Probate 1 January 1788

Will Book M-1, page 166

Son John was to receive the part of the plantation including the buildings, where I now live, 130 acres, divided by a straight line. Daughter Sydney was to receive the remainder. His unborn child was to receive money.

JOHN GORDON AND HANNAH HIS WIFE

TO

COE GORDON

26 December 1786

Deed Book H-2, page 304

John and Hannah convey to Coe a property on the northeast side of the river, 287.75 acres, part of Lisbon and of a tract surveyed for Benjamin Brown, formerly the property of Griffith Gordon, father of John and Coe.

COE GORDON

TO

JOHN GORDON

27 February 1773

Deed Book V-1, page 71

Griffith Gordon, father of Coe and John, had ordered his land to be divided evenly between his sons. Caesar Rodney, Charles Marim, and Caleb Luff on 9 February 1763 had made a division under the will. By this deed, Coe grants to John the part of Lisbon that had been laid off for him, 90.5 acres. At the same time, Griffith's widow, Sarah, resigned her dower rights in the same land (Deed Book V-1, page 72).

DIVISION OF GRIFFITH GORDON'S LAND

9 February 1763

Deed Book Q-1, page 127

Refers to Griffith Gordon's will of 1762, ordering division of part of Lisbon and one other parcel, part of a survey to Benjamin Brown. Commissioners were Caesar Rodney, Charles Marim, and Caleb Luff.

To Elizabeth Gordon: 15 acres of woodland from the Brown property and 101 acres of Lisbon.

To Coe Gordon: 21.5 acres from the Brown land and 69 acres adjacent to land of Abraham Barber and Philemon Dickinson.

To John Gordon: 5 acres from the Brown land, and 86 acres of Lisbon adjacent to land of Philemon Dickinson.

To Letitia Gordon: 3.25 acres of the Brown property adjacent to her share, and 101 acres of Lisbon adjacent to John Edingfield and John Gordon's part.

BENJAMIN BROWN AND MARY HIS WIFE

TO

GRIFFITH GORDON

Recited in
Deed Book S-1, page 160, below

SHADRACH BOSTICK
AND ANNE HIS WIFE,
RACHEL BROWN, SPINSTRESS, AND
THOMAS PEACOCK SMITH
AND REBEKAH HIS WIFE
TO

WILLIAM HOWELL

27 April 1769

Deed Book S-1, page 160

John Brinkloe conveyed part of Lisbon to Benjamin White, who conveyed part of his purchase to Henry Barns, who conveyed it to Thomas French. When Thomas French died, he left a will, calling for the estate to be divided among his four daughters. However, his son Robert was born after his death, and the will was null and void.

After the death of Susannah French, the widow, the real estate became the property of Robert French and his two surviving sisters, Mary Brown and Katharine Dickinson. With her husband, Walter Dickinson, Katharine conveyed her share to Benjamin and Mary Brown. The Browns, in turn, conveyed this half of the Thomas French estate to Griffith Gordon.

When Robert French died in his minority, and without issue, his half became the property of the Dickinsons and the Browns. Walter and Katharine conveyed their half-share to Samuel Dickinson, his cousin, who demanded a division. This is the property later of Ware.

Mary Brown's half of her brother's share was then to become the property of her four daughters, Rebecca Smith, Anne Bostick, Elizabeth Howell, and Rachel Brown. Three of the daughters then conveyed the share to William Howell.

2. PARADEE PROPERTIES, KNOWN AS EARL'S TOWN

MARGARET M. PARADEE
AND GARRETT DEWITT PARADEE
HER HUSBAND

TO

UNITED STATES

24 February 1943

Deed Book D-16, page 421

Three parcels:

1. Northeast of the intersection of county road 351 and U.S. 113.

2. Southeast of the intersection of county road 357 and U. S. 113.

3. Adjoining Davis on the Postles Corner road.

CLARENCE HAZEL PARADEE

TO

MARGARET M. PARADEE

9 September 1942

Deed Book E-16, page 180

Five parcels, conveyed this date to Clarence Hazel Paradee by Garrett Dewitt Paradee.

GARRETT DEWITT PARADEE
TO
CLARENCE HAZEL PARADEE
9 September 1942
Deed Book E-16, page 177

Five parcels:

1. A farm in Jones Neck on both sides of the public road from Dover to Kitts Hummock, adjacent to the second parcel and lands of J. A. Frear on the east, lands formerly of Mary Martin on the south and southwest, by the road from Lebanon to Little Creek, 220 acres.

2. A parcel on both sides of the road from Lebanon to Little Creek, at St. Jones River, 35 acres.

Parcels 1 and 2 were conveyed to Garrett Dewitt Paradee's father, Charles H. Paradee, by Robert H. VanDyke and wife.

3. Parcel on Kitts Hummock Road adjacent to James R. Davis, formerly of William T. Postles, and the first parcel, 160 acres.

4. Woodland on the Dover to Kitts Hummock road adjacent to Morris Slaughter and the Logan estate, 18 acres.

Parcels 3 and 4 were conveyed to Charles H. Paradee by deed of Charles W. Evans and wife and others, 14 December 1911. Parcels 3 and 4 were left to G. D. Paradee subject to life rights of Annie E. Paradee, now deceased.

5. A parcel on the north side of the South Little Creek Road, conveyed in 1912 by John G. Townsend, Jr.

ROBERT H. VANDYKE
TO
CHARLES H. PARADEE
29 April 1897
Deed Book Y-7, page 143

Two parcels:

1. A farm in Jones Neck on both sides of the public road from Dover to Kitts Hummock, adjoins land formerly of Sally Norris Dickinson, now of Mrs. Ollie Evans, and John P. Wilson on the east, lands formerly of Bolitha L. Wharton, now of Mary S. Martin, on the south and southwest, by the road from Lebanon to Little Creek, 220 acres conveyed to Joshua B. Wharton by Asa W. Lofland.

2. A parcel on both sides of the road from Lebanon to Little Creek, at St. Jones River, 35 acres conveyed to Joshua B. Wharton by Isaac Lofland and others.

MARY E. WHARTON,
WIDOW OF JOSHUA B. WHARTON,

JOHN B. WHARTON
AND BENETTA HIS WIFE,

ROBERT H. WILSON
AND ELIZABETH HIS WIFE,

JAMES L. WHARTON
AND BESSIE HIS WIFE,
AND EMMA WHARTON

TO

ROBERT H. VAN DYKE
24 April 1897
Deed Book Y-7, page 139

Includes two parcels, as above.

ASA W. LOFLAND

TO

JOSHUA B. WHARTON
7 December 1863
Deed Book W-4, page 157

Bounded on the north by land formerly of James Kimmey, deceased, on the east by lands formerly of Sally Norris Dickinson, deceased, on the south by St.

Jones Creek, on the southwest and west by lands of Bolitha L. Wharton, formerly of Abigail Davis, and by lands late of Chauncey P. Holcomb, deceased, and formerly of Edward N. Barber. 220 acres, conveyed to Asa W. Lofland in two parcels by a deed of Abigail Davis.

ISAAC G. LOFLAND
AND ANN ELIZA HIS WIFE,

WILLIAM MCGONIGAL
AND HESTER ANN HIS WIFE,

AND JOHN N. WILDS
AND SUSAN HIS WIFE

TO

JOSHUA B. WHARTON
7 February 1865

Deed Book Y-4, page 1

The four children of Asa W. Lofland were Isaac Lofland, Hester Ann McGonigal, Susan Wilds, and the deceased wife of Joshua B. Wharton. Refer to a deed from Asa Lofland; it was assumed that this deed included the "marsh tract," 35 acres, subject of this conveyance. To remove the obscurity, this deed was executed to specifically include the "marsh tract."

ABIGAIL DAVIS

TO

ASA W. LOFLAND
1 December 1845

Deed Book U-3, page 230

Land Abigail Davis bought at Sheriff sale. Two parcels:

1. Begin at a stone in the middle of the road to "Kidd's Hummock," then with the road,

South 47° East 69.3 perches,

South 41° East 95.1 perches to a stone on a bank under a fence for a corner of Bolitha Wharton,

By a line crossing the whole premises North 46° 25' West 184.2 perches to a corner now made in the middle of the road from the last aforesaid road to Lebanon or Forest Landing,

With the road North 45°35' East 82 perches to the road first aforesaid,

With the road South 53.5° East 17.9 perches to a corner therein, then

North 40° East 91.4 perches,

North 39° East 39 perches,

South 83° East 26 perches,

South 48° East 85 perches,

South 38° West 131 perches to the beginning.

2. Begin at the side of a creek, a corner formerly of Benjamin Barber,

South 41° East 7 perches to the landing road,

South 45° West 6 perches,

South 84° West 18 perches,

South 81.75° West 163 perches to the creek.

Up the creek to the beginning.

CALEB SMITHERS, SHERIFF

TO

ABIGAIL DAVIS
14 May 1845

Deed Book T-3, page 211

New Castle County Court of Chancery assigned it to James N. Sutton

and Abigail his wife in her right. William J. Hurlock brought suit in Kent County Superior Court against the Suttons, and a writ was issued (#48) in April term 1845. Begin at a post on the bank of St. Jones Creek,

North 43° East 113 perches,
South 48.5° East 39 perches,
North 40° East 172 perches,
North 9° East 39 perches,
South 83° East 26 perches,
South 41° West 214 perches,
South 53° East 28 perches,

South 41° West 40 perches to a small maple sapling, and then by the creek to the place of beginning. 487 acres, 142 square perches.

JAMES N. SUTTON AND ABIGAIL
HIS WIFE LATE ABIGAIL BARBER

VS.

SUSANNA BOULDEN, JOSEPH GRIFFITH,
AND JOHN BIGGS,
EXECUTORS OF THE ESTATE
OF BENJAMIN BOULDEN, DECEASED.

Orphans Court of Kent County
March term 1835

PETITION OF FRANCIS B. HARPER,
RECEIVER OF ABIGAIL BARBER

Read 24 March 1835

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

States that Abigail is now married to Dr. James N. Sutton of New Castle County

ESTATE OF BENJAMIN BOULDEN
1834-1836

New Castle County
Orphans Court case files,
Delaware Archives Record Group 2840

WILLIAM BURTON, SHERIFF

TO

BENJAMIN BOULDEN

19 March 1832

Deed Book F-3, page 26

Boulden was the chosen guardian of Abigail Barber. She selected him in 1829, at the age of 14, in order to remove her estates from the hands of her stepfather, Outten Davis.

Recites a suit of Abigail Davis and Outten L. Davis against Abigail Barber, her daughter, in the July 1829 term of Kent County Court of Chancery. Benjamin Bouldin was the guardian of Abigail Barber. In the July 1831 term the Chancellor ordered Abigail Barber to pay \$1,500.77 and costs. Chancellor also ruled that part of the land devised by Francis Barber the elder to Francis Barber the younger that had been laid off for Abigail Barber should be sold by the sheriff for the purpose of paying the judgment. The share consists of 32 acres of woodland, 219 acres and eighty perches of cleared land, 34 acres 25 perches of meadow. Boulden bought in the property at public vendue.

PETITION OF
JOHN PLEASANTON
AND WILLIAM HEVERIN

Filed January 1, 1829

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

John Pleasanton and William Heverin, sureties for Outten Davis, guardian of Abigail Barber, asked to be relieved of their obligation since Davis

"has become dissipated" and they had learned "that the moral character of Outten L. Davis is bad." They state that he was taking no care of Abigail, and had moved to Philadelphia.

ABIGAIL BARBER BY HER GUARDIAN
BENJAMIN BOULDEN

VS

OUTTEN DAVIS

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

Francis Barber died 1 October 1818, and the widow Abigail married Outten Davis. He became guardian of Abigail, the petitioner, and Mary Ann, who is since deceased. The petition states that Outten Davis, the guardian, billed the estate for needlework the child did herself, and for room and board that had already been paid by her deceased father.

Francis Barber had owned 400 acres adjacent to Sally Norris Dickinson, James Kimmey, and others, according to the petitioners. It was alleged that the dower allotment to Abigail Davis was unequal.

VALUATION OF ABIGAIL BARBER
Returned 13 August 1825

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

At the petition of Outten Davis, guardian, the commissioners found 219 acres arable, 32 acres of woods, and 34 acres of cripple. There was a frame dwelling 16' by 20', a frame barn 18' by 20', an apple orchard of 40 trees and a few peach trees, with tolerable good fencing except on the west side of the farm along Lebanon road.

VALUATION OF ABIGAIL BARBER

Returned August 15, 1820
Order February 22, 1820

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

Orphans Court ordered a valuation of rents of the lands of Abigail Barber, minor daughter of Francis Barber, deceased. On 300 acres, the freeholders found 31 acres of woodlot, 45 acres of cripple, a 28' square brick dwelling with two rooms and an entry on the first floor, three rooms on the second floor. Joining the same was a brick house 24' by 18' and a brick kitchen 18' square. There was also a granary, smoke house, carriage house, hen house, and a dwelling house 14' square. An identical return was submitted for Mary Ann Barber, indicating that the property had not been divided.

Outten Davis requested another valuation five years later, 16 August 1825.

ESTATE OF FRANCIS BARBER
(YOUNGER)

Francis Barber died 1 October 1818, leaving a widow, Abigail, and two daughters.

ESTATE OF FRANCIS BARBER (ELDER)

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

In 1815, Francis Barber was appointed gurdian for his brother Benjamin, who owned the plantation bought of Caldwell and Gordon.

A valuation dated 8 April 1819 found on the property of Benjamin Barber, minor, 250 acres tillable, 20 acres wood, in the possession of Jacob Calley, a brick dwelling 22' by 36' with

two rooms on the first story, 3 rooms on the second story, and two in the garrett, in need of front and back porches and sash in the dormers. There was also a frame kitchen, a frame granary, carriage house, stable, tenant house, log smoke house, and an old barn.

WILL OF FRANCIS BARBER (ELDER)

Made 2 September 1809
Probated 10 October 1810

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

Leaves his son Francis the plantation where he lived, 364 acres of upland, 100 acres of marsh and cripple, subject to payment to his sister Mary.

Benjamin was to receive the plantation bought of Caldwell and Gordon. Benjamin's farm is to be held by his mother, Mary, until he is 21 years of age.

JOHN WARE

TO

FRANCIS BARBER

1 December 1803
Deed Book H-2, page 136

40 acres, adjacent to land of Coe Gordon, refers to the road to Francis Barber's house and a point near Ware's dwelling.

JOHN GORDON

TO

JOHN WARE

27 April 1774
Deed Book V-1, page 189

Philemon Dickinson by his deed of 30 March last had granted to John Gordon 50 acres, part of Lisbon, on the northeast side of Dover River. This 50

acres was part of 200 acres owned by Thomas French, which was divided among his children. One of these children was Catherine, wife of Walter Dickinson. Catherine's share became the property of Samuel Dickinson, father of Philemon. Begins at an old corner beech on the bank a little above the landing, a corner late of Abraham Barber but now of Ware. Thence with the line of the former Barber land North 42°5' East 177 perches to a corner, North 47.5° West 39 perches to a corner, South 45.25° West 111.7 perches by the northeast side of the creek, and then down the creek. 53 acres.

PETITION OF JOHN WARE

1776

Kent County
Orphans Court loose case files,
Delaware Archives Record Group 3840

Ware recites that he has purchased the share of Abraham Barber, Jr., of his father's estate. He asks that freeholders be appointed to divide the property. Peter Miller, guardian to Francis, Joseph, Robert, Jonathan, and Anne Barber, petitions at the same time for a valuation.

ABRAHAM BARBER

TO

JOHN WARE

8 August 1767
Deed Book R-1, page 209

Barber conveys to Ware his interests in several parcels:

1. Abraham Barber, the elder, in his lifetime, bought from Robert Gordon 200 acres, part of Lisbon on the north side of Dover River, May 16, 1729, Deed Book I-1, page 185.

2. Christopher Jackson owned 150 acres, part of Wrixham, downstream from Lisbon. He died intestate, leaving three children: Moses, Aaron and Miriam. By his deed 22 September, 1743, in Deed

Book N-1, page 2, Moses conveyed his right to Abraham Barber.

3. Aaron and Miriam Jackson, by their deed 6 November 1748, conveyed to Richard Wells their share in the 150 acres, Deed Book N-1, page 257.

4. Richard Wells on February 15, 1748, conveyed Aaron and Miriam's right to Abraham Barber, Deed Book N-1, page 264.

Abraham Barber the elder left six children: Abraham, John, Priscilla, Francis, Anne, and Joseph. As the eldest, the younger Abraham was entitled to a double share, which he conveys to Ware.

SURVEY FOR ABRAHAM BARBER
7 June 1739
Archives Warrants and Surveys Bg 135

Barber received a survey for a neck of land on St. Jones River opposite James Gorrell's store house and landing. The downstream boulder was Jackson's gut. Barber's dwelling house is shown on the survey drawing at the head of Jackson's Gut.

ROBERT GORDON
TO
ABRAHAM BARBER
16 May 1729
Deed Book I-1, page 185

Earl's Town, part of Lisbon, between land of Thomas French and

Christopher Jackson, 200 acres subject to loan office mortgage.

BENJAMIN WHITE
TO
ROBERT GORDON
24 February 1723
Deed Book H-1, page 75
200 acres adjacent to Thomas French

CAPTAIN JOHN BRINCKLOE
TO
BENJAMIN WHITE
8 April 1699
Deed Book C-1, page 222

Part of Lisbon, 400 acres beginning at William Brinkloe's land

GRANT FROM WILLIAM PENN
TO
JOHN BRINCKLOE
Kent County Grant Book,
Recorder of Deeds, page 8
Kent County Survey Book A, page 15

Begins at a red oak in a small valley on the river, a corner of Christopher Jackson and Gabriel Jones. 600 acres granted by the Sussex County Court 12th day 11th month, 1679, and now confirmed by Penn.

3. PARCEL "C" NORTH OF ROAD 357 AND WEST OF ROUTE 113

HENRY DAVIS AND GEORGIA HIS WIFE
HARRY L. DAVIS
AND
JAMES L. DAVIS AND HANNAH HIS WIFE
TO
CHRISTIAN H. ZIMMERMAN

20 November 1946
Deed Book S-17, page 275

191 acres, 126 square perches at the intersection of Lebanon Road and Bay Road, adjoining Daniel Rash, Joshua B. Wharton, deceased, and St. Jones River, excepting land now of the United States.

ROBERT A. SAULSBURY, SHERIFF

TO

HENRY DAVIS, HARRY L. DAVIS,
AND JAMES L. DAVIS

6 July 1934
Deed Book O-14, page 222

Refers to case 111, July term 1927, Kent County Superior Court, Farmers Bank vs. Marguerite Postles. Charles Postles died intestate, leaving Mary W. Postles, widow. His daughter, Marguerite, obtained the property by deed from the widow and the other children, 29 March 1926. Improvement was described as a two-story frame dwelling.

ALFRED S. ELLIOTT
AND ANNIE HIS WIFE

TO

CHARLES W. POSTLES

19 September 1900
Deed Book G-8, page 486

191 acres 126 square perches, assigned to Alfred S. Elliott by Orphans Court partition of Jane A. Lane as parcel 1 of the division.

DIVISION OF THE ESTATE OF
JANE A. LANE

Surveyed September 25, 1894
Orphans Court Plot Book 6, page 38
Orphans Court Book K-2, page 84

Jane Lane died 23 December 1893. Her will dated 13 February 1892 required that her son Martin Lane was to receive a quarter of the estate, and he petitioned for a division.

AMOS COLE, SHERIFF

TO

JANE A. LANE

24 October 1892
Deed Book L-7, page 175

Refers to a mortgage of Thomas Draper to Jane A. Lane of Wilmington, 10 November 1885, in Mortgage Book X-1, page 206. This parcel was described as adjacent to land late of George Rockwell, containing a large two-story dwelling house with a kitchen attached, barn, stable, other outbuildings, and a landing.

THOMAS AND BANKSON HOLCOMB

TO

THOMAS DRAPER

30 August 1884
Deed Book Q-6, page 26

Farm adjacent to the land of George Rockwell, formerly of James Kimmey, part of the land Edward N. Barber conveyed to Chauncey P. Holcomb, father of the grantors, 30 October 1843, Deed Book S-3, page 7. For earlier conveyances, see the descent of the Raughley property, number 1 above.

4. PART OF EARL'S TOWN NEAR ST. JONES CREEK

CONDEMNATION OF

LAND OF CHRISTIAN H. ZIMMERMAN

29 June 1955

Deed Book N-21, page 113

Tract #70, 210 acres, excepting a city transformer site and a right-of-way to the gravel pit.

MARY STOUT MARTIN MILLER
AND RAY C. MILLER HER HUSBAND

TO

CHRISTIAN HENRY ZIMMERMAN

15 October 1948

Deed Book K-18, page 462

Bounded on the north by the public road from Lebanon to Route 113, lands of Ninnah Patterson on the south, by the old river, and land of St. Jones River Gravel Company. This is the land Bolitha L. Wharton and wife conveyed 30 December 1896 to Mary Martin, excepting a small parcel Mary S. Martin and her husband conveyed to the State of Delaware for the use of Kent County as a dump. Mary S. Martin left the property in her will, Will Book X-2, page 468.

BOLITHA L. WHARTON
AND ANNIE ELIZA HIS WIFE

TO

MARY S. MARTIN

30 December 1896

Deed Book X-7, page 157

240 acres adjoining heirs of Joshua Wharton, deceased, and lands of Luey Jane Moyer and others.

CHARLES M. WHARTON
AND ANNA HIS WIFE

AND

SAMUEL WHARTON
AND MATILDA HIS WIFE

TO

ANNIE ELIZA WHARTON

25 September 1878

Deed Book B-7, page 475

240 acres where Annie Eliza Wharton and her husband Bolitha reside, which Bolitha purchased of Abigail Davis, adjacent to land of Joshua B. Wharton, land of Charles M. Wharton now of Margaret Hemsley. Sold by Sheriff Benjamin Blackiston under a Chancery Court order to Charles and Samuel Wharton.

ABIGAIL DAVIS

TO

BOLITHA WHARTON

1 December 1845

Deed Book B-7, page 473

267 acres, part of the land sold by the sheriff to Abigail Davis 14 May 1845, adjacent to Sally Norris Dickinson and St. Jones River. From this point back, see the descent of the Paradee tract, 2, above.